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THE BUILDERS OF A GREAT CITY.

SAN FRANCISCO'S

REPRESENTATIVE MEN,

THE CITY, ITS HISTORY AND COMMERCE:

PREGNANT FACTS REGARDING THE GROWTH OF THE LEADING
BRANCHES OF TRADE, INDUSTRIES AND PRODUCTS
OF THE STATE AND COAST.

IN TWO VOLUMES—

(all that was published)
VOLUME I.

PUBLISHED BY THE
SAN FRANCISCO JOURNAL OF COMMERCE PUBLISHING CO.
326 PINE STREET, SAN FRANCISCO.

1891.

DEDICATION.

To all patrons of the SAN FRANCISCO JOURNAL OF COMMERCE PUBLISHING COMPANY, and to all interested in the prosperity of the city and coast and the development of our resources and commerce, this volume is respectfully dedicated.

1714735

PREFACE.

“THE BUILDERS OF A GREAT CITY” is, as its name implies, a series of sketches of some of the most prominent of those men who have done so much in the founding of San Francisco, and making it one of the great cities of the world, and not only the commercial, industrial and financial metropolis of the Pacific Coast, but of the whole West, as New York is of the East. Amongst the names presented in these pages will be found those of merchants, manufacturers, bankers, railroad magnates, and others, whose life work has been instrumental in making this city what it is to-day. Every statement in these sketches has been verified by the gentleman to whom it refers. The biographical contents of this volume thus form a body of personal history of leading men, the authenticity of which may never be questioned. In this lies their principal merit, as there is no pretension made to graces of style or ornamental or majestic diction, plain business statements, couched as nearly as may be in the ordinary every day language of commercial life, being all that is aimed at. The biographies are, for easy reference, arranged in alphabetical order. As it became evident soon after undertaking the work that justice to the subject could not be done in one volume, it was determined to make this the first of a series bearing the same name and title.

In the introduction of one hundred pages will be found, in a condensed form, all that there is of interest regarding the matters therein treated of. These embrace a brief history of the city and State, with a description of the more striking features of both, the more important productions of the latter, its leading resources, a condensed history of gold and silver mining on the coast, the population of the city and its peculiarities, its principal institutions, and data revised to the present year regarding the commerce, manufactures, banking and finance of the city, and the leading staples of the State. All not found here will be published in Volume II. We aim to give in a small space, and for all time, information regarding the early history of the State and city that shall be invaluable to the historian of the future.

The credit for the inception and successful prosecution of the work is due jointly to W. H. MURRAY, the Secretary, and JAMES O'LEARY, the Editor, of THE JOURNAL OF COMMERCE; the introductory pages and much of the biography being the work of the latter gentleman,

SAN FRANCISCO, June 13, 1891,

ERRATA.

The *Alta* has ceased to exist since our pages on the Press were printed.

On page 44, the table of population gives San Francisco 350,000. It was intended to have the figures 330,000. However, as the table was compiled a year ago, and as the figures were then deemed low, 350,000 is probably nearer the truth than 330,000.

Page 14. Big Trees: Diameter should be 34 feet; circumference, 90 feet.

“THE LAST TEN YEARS.”—Governor Waterman has been succeeded by H. H. Markham, the Republican candidate and the choice of Southern California. At the same time all on the San Francisco Republican ticket, but one, were elected by a good majority. The Legislature was Republican by a great majority, and elected Leland Stanford United States Senator for the second time.

RAISINS : The pack of 1890 was 1,600,000 boxes. The figures on page 15 were for 1889.

Page 57: 1889 imports should be \$51,288,306.

INDEX.

	PAGE.
California	9
San Francisco.....	47

BIOGRAPHICAL SKETCHES.

	PAGE.
Andrews, A.....	101
Andros, Milton.....	103
Armitage, William H.....	105
Badlam, Alexander.....	107
Benchley, Leonidas B.....	109
Bendel, Hermann.....	113
Bishop, Ira.....	115
Black, Henry M.....	117
Block, Elias Monroe.....	119
Boone, John Lee.....	121
Castle, Fred L.....	123
Chase, Charles Metaphor.....	125
Curtis, John M.....	127
Dean, Peter.....	129
Denicke, Ernst A.....	133
Dibble, Henry C.....	135
Dickinson, John H.....	137
Dimond, William H.....	139
Dingley, Charles L.....	141
Doble, Abner.....	143
Dodge, Henry Lee.....	145
Dunn, James.....	149
Dyer, E. H.....	151
Easton, Wendell.....	155
Forderer, Joseph F.....	157
Fox, Charles N.....	161
Galpin, Philip G.....	163
Garratt, William T.....	165
Grant, Adam.....	169
Haas, Kalman.....	171
Halsey, Abraham.....	173
Hanlon, Charles F.....	175
Harney, William.....	177
Hart, W. H. H.....	179
Haslett, Samuel.....	183
Haven, James M.....	185
Hawley, Marcus C.....	187
Haymond, Creed.....	189
Heald, E. P.....	193
Herrmann, Sigismund.....	197
Highton, Henry E.....	199
Hinz, A. Frederick.....	203
Holmes, H. T.....	205
Hopkins, Mark.....	209
Hotaling, A. P.....	213
Howard, John L.....	217

INDEX—CONTINUED.

Huntington, F. A.	219
Hyde, George	221
Jackson, J. P.	223
Keith, Nathaniel Shepard	229
Kennedy, John F.	231
Killip, Jasper Newton	233
King, Frederick R.	235
Koster, John Ludwig	237
Kreling, William	239
Laidlaw, Royal D.	241
Lucas, John and J. William	243
Macdonald, D. A.	245
McAfee, William	247
McMenomy, John H.	249
Merry, William Lawrence	251
Mills, Darius Ogden	255
Morrow, Frederick B.	257
Murphy, Samuel Green	259
Newman, Carlton	261
Osborn, George W.	263
Parrott, Louis B.	267
Patterson, James	269
Perkins, George C.	271
Perrin, Edward B.	275
Perry, John, Jr.	277
Phelan, James	281
Pierson, William M.	285
Pond, Edward B.	287
Ranlett, Horace Dodge	289
Rankin, Ira P.	291
Reynolds, John	293
Roe, George Henry	297
Rothschild, Joseph	301
Sheffield, Charles P.	303
Small, Isaac Henry	305
Spaulding, John	309
Spaulding, Nathan Weston	313
Spreckels, Claus	315
Sresovich, Luke George	319
Stanford, Leland	321
Steinhart, William	325
Street, Cyrus H.	327
Taber, Isaiah West	329
Turner, Matthew	331
Upham, Isaac	333
Von Rhein, O. F.	335
Wallenrod, George	337
Waymire, James A.	339
Weber, Adolph C.	343
Wetmore, Charles A.	347
Wilson, J. N. E.	351
Williams, Henry B.	353
Zeigler, Wilbur G.	355

CALIFORNIA.

EARLY HISTORY.

By what semi-civilized people California was first discovered may perhaps be never known, though it is not at all improbable that the honor belongs to the early Chinese or Japanese navigators, mayhap driven thither by stress of weather. There is no probability that it was ever occupied by any of those ancient races whose renown has thrown sort of barbaric light over the histories of Mexico, Peru or other less known and partially civilized and ancient empires of the new world. It was made known to the world in modern times by the enterprise of Spanish navigators whose renown soon after the discovery of the western continent, for a time in conjunction with their Portuguese and Dutch confreres filled the European world. Juan Rodriguez Cabrillo was the first who sailed along its coasts; this he did in 1542 or just three hundred and forty-eight years ago. Though in the service of Spain he was a native of Portugal. He reached the great western headland in latitude $40^{\circ} 30'$, which he called cape Mendoza, now cape Mendocino. The land of California was, however, known by reputation at least a generation prior to this, as it is described in a romance published at Seville. It was then thought to be an island. Among his discoveries were the Farallone Islands, outside of San Francisco Bay, and named after the pilot Farallo. In 1578 Sir Francis Drake landed at Drake's Bay, and not knowing of Cabrillo's discoveries, took formal possession of the country in the name of Queen Elizabeth, calling it by the name of New Albion. In 1602 General Sebastian Viscayno explored

the coast from San Diego to Monterey, including the islands in Santa Barbara channel. About this time the impression went abroad that its mountains contained the precious metals, and during the succeeding century, several unsuccessful expeditions in search of them were made. In the winter of 1769 the Franciscan fathers organized expeditions to found colonies and missions in the hitherto unknown land. After loss by sea and suffering from scurvy and starvation, the party landed at San Diego on April 11th and May 1st. Two land expeditions reached the same destination May 15th and July 1st. From San Diego as a starting point, a land expedition working northerly along the coast discovered the Bay of San Francisco, October 25, 1769. Six missions were founded within the limits of the State, and Christianity and civilization had their first beginning on these western shores. By the close of the first quarter of the present century, twenty-one of these missions had been established, the most northerly one Sonoma. So that the first settlements of white men were made in California as in New England, by those whose first worldly consideration was the furtherance of religion, though of course the views of the mission and pilgrim fathers were as wide as the poles asunder. For a period of about fifty years was what was called the mission period in California. The fathers christianized about twenty thousand Indians and introduced into the State the cultivation of the ordinary cereals, of the vine and the olive. Then also were the first rude beginnings of commerce; the raising of cattle became a great industry. With the

secularization of the missions in the second quarter of the century, the Indians were scattered, while immigrants from Mexico and, during the latter part of this epoch, a few straggling ones from the East made their appearance in the land. Early in this period the Russians settled in the northwestern portion of the State, but did not make any lengthened stay. About five thousand persons crossed the plains between 1840 and 1845; in 1846 there were of these about two thousand left, as well as six thousand foreigners of different nationalities. The war between the United States and Mexico beginning July 7, 1846, added the State, then under Mexican rule, to the territory of the Republic. It had been under Spanish rule from 1767 till 1822, and under Mexican from that time till July 7, 1846, when Commodore Sloat raised the American flag at Monterey. It had been hoisted there in 1842 by Commodore Jones, under the impression that war had been declared between Mexico and the United States. The bear flag, as it was called, had been previously raised in the State by a number of patriotic Americans. The discovery of gold at Sutter's Fort in February, 1848, produced a tidal wave of immigration to the land from all parts of the known world. On the 3d of June, 1849, a convention was called at Monterey to frame a constitution for the State; it met in September of that year. A constitution was ready October 13th; it was submitted to the people November 13th, when 12,064 votes were cast in its favor and 811 against it. There were 1200 set aside for informality. In December, Peter H. Burnett was elected Governor and application was made for admission to the Union. There was a long struggle in Congress over it which finally terminated September 17, 1850. It was admitted as a State, September 9th, of the same year. The new State rapidly advanced in population and wealth, immi-

grants flocking in from all sides by land and sea till in 1852 the population was estimated at 250,000. The first comers to the mines were as a rule men of good moral character and a miner might leave untold wealth in his cabin without bolt or bar and without fear of loss. But times changed; at last desperate men joined the throng and gambling and kindred vices flourished. This led eventually to much lawlessness and murder and a corruption of politics followed. So great had the evil become, that in San Francisco, in 1851, a Vigilance Committee was organized as a remedy and it did its work effectually for the time being, but the bad elements were only scotched, not stamped out, and in 1855, in the month of May, the Vigilance Committee was organized again. This time it meant business; it was supported by a military force and had tribunals of its own. The assassination of James King of Wm., the founder of the *Bulletin*, was the immediate cause of its again springing into existence. It did its work so well that there has never since been such occasion to go outside of the regular courts. Outside of the political disputes and struggles, ending in the Terry-Broderick duel, there was little of exciting interest in the history of the State till the outbreak of the civil war. Broderick was a Douglass Democrat and worked faithfully in the interest of the "little giant" and the section of the party represented by him till he received his death blow in the duel with Terry, fought September 21, 1859. California ranged herself decisively on the side of the Union in the great civil contest which ended with the triumph of the Union forces and the abolition of slavery. She aided the cause with men, money and sanitary appliances. Leland Stanford, elected in 1861, represented the Republican party and may be called the "War Governor." He is, however, better known as one of the founders of the Central Pacific

Railroad Co., which has done so much to foster the material advancement of the State and to modify the currents of its commerce. He was succeeded by Frederick F. Low, also a Republican. But since that time, with the exception of the interregnum when the so-called "Dolly Varden" party held sway, governors elected by the two great political parties have taken the helm of State in turn with tolerable regularity. In Presidential elections in recent years, the vote of the State has generally been cast for the republican candidate. The agitation of the Chinese question and the rise and progress of what was called "sand lot" politics gave a new direction temporarily to politics in the Golden State. The sand lot movement arose at a time when there was great distress amongst the unemployed, which distress was charged to the extensive employment of Chinese. The leader of the sand lot movement was Denis Kearny, who had come to the coast as the mate of a vessel. Possessed of a rude eloquence, he for a time swayed the masses, and the movement rose from the status of Sunday meetings on the sand lot, attended out of pure curiosity, to that of a regular political movement as well organized as any in the city. There were many who believed Kearny insincere, but these were the fewer in number, and when he with his lieutenants started to stump the State, they met with almost as signal success as they did in the city. The workingmen were almost universally organized in the support of the movement and though opposed by both the old political parties, they swept the city in the first municipal election that offered a chance, the Democratic party in particular being apparently beaten out of sight. From carrying the city, the party then aspired to carry the State and although they failed in this, they, with some assistance from the grangers who were a very powerful element among the farmers, at the same time united-

ly had a majority in the legislature. Then came a demand for a revision of the Constitution; first, so as to legislate against the Chinese, but finally to render it more democratic, not in a partisan, but in an economic sense. The demand was successful and a constitutional convention was called, which met in 1878. It did not do much towards solving the Chinese problem, but it altered the Constitution in some important particulars such as taxation of mortgages, etc. It was submitted to a vote of the people and despite a strong and intellectually powerful opposition was adopted May 7, 1879, and has since been our organic law.

THE LAST TEN YEARS.

Many evils were predicted from the adoption of the new constitution, but none of them have materialized, and it is evident that sufficient consideration was not given to the fact that our people are by nature conservative, and that as a general thing violent or revolutionary methods have no chance of adoption by them. The excitement attendant on the agitation was soon allayed, and the people returned once more to their ordinary pursuits with such zeal that the decade which has since closed has been one of the most prosperous in our history. The wheat harvest of 1880 was the greatest ever known in the State, and our trade with foreign countries received such an impetus that it has become one of the largest and most important in the western world. During the past decade our manufactures in general experienced previously unwonted development, agriculture has become more varied, our fruit industry may be said to have arisen, and the production of wine in the State to have become national in its importance. Our railroad system has received a wonderful development, while our population has increased from 864,694 to a figure exceeding 1,400,000. There can be no doubt that the final adoption of the new constitution was much in-

fluenced by the veto by the President of the Anti-Chinese bill, but since then the long-wished-for legislation has been accomplished, and save for the attempts made to nullify it in practice, agitation on the subject has well nigh ceased. Matters political have returned to their accustomed channels, and the Republican and Democratic parties remain constituted as of old, and take about the usual rotation in office. An American party has been organized, but as yet has exercised no special influence in politics, if we except the last gubernatorial election, when the Republican candidate for Lieutenant-Governor, R. W. Waterman, was elected by the help of its votes. The death of Governor Bartlett left him Governor of the State. The Prohibition party has not been strong, though in many places it has had sufficient influence either to close the saloons or bring about a high license compromise through those who are not prepared for such a radical measure as complete prohibition. And now the Nationalist party has organized on the lines suggested by Bellamy's novel. A great development of the southern portion of the State has taken place during the past three years. At first it took the shape of a boom which culminated in the Fall of 1888. This subsequently subsided, but it eventuated in making Los Angeles city and county metropolitan, giving to San Diego the rank of a city, and in general advancing that section of the State more than it had been during the preceding half century. The subsidence of the boom injured many, but we have already recovered from its effects. We have taken leave of one decade and have entered on another whose promise is much more auspicious than that of any since California became an integral part of the Union.

A BANNER STATE.

California is without doubt the very gem of American States, and,

without any exaggeration, her broad domain may be described as the garden spot of the United States. Nowhere else within the borders of the great republic is the climate so genial or the soil as a whole so fertile, or is there such a vast variety of productions ministering to the wants and the comforts of man. In other States the climate is either too hot or too cold. In California it is neither. In fact, one can have pretty much what climate he desires. The wide bounds of the State contain within their ample area climates to suit everybody—all ranks and conditions of men. Of no other part of the United States can this be justly said. The area of the State is in itself imperial. It encloses within its wide borders 155,000 square miles, or 99,000,000, almost one hundred million acres. It is 750 miles in length, with a breadth of 260 to 300 miles. It is ahead of every other State, with the sole exception of Texas, which will ultimately, no doubt, be divided into two or three new commonwealths. It is nearly three times as large as New York, more than twice as large as all the States of New England, and nearly double in area the next largest State in the Union. It is, therefore, justly entitled to be called the Empire State instead of New York, which has so long proudly borne the title. It has about two-thirds the area of France, the German Empire or the Empire of Austria. It is one-fourth larger than Great Britain and Ireland. It possesses, as far as extent is concerned, every title to territorial domination. Its climate, on the whole, more resembles Italy than that of any other part of Europe, though it is much more genial than that of Italy. Its title of the Italy of the United States cannot, therefore, be considered misplaced. Roses bloom all the year round, while snow, save in the mountain valleys and the tableland of the southeast, does not visit even the northern portions more than once in

ten years. It has been eminently free from epidemics and contagious diseases, and while they have raged elsewhere throughout the world, California, though San Francisco has communication with all nations by sea, has been especially exempt from them. Its population at present writing cannot be less than 1,400,000, so that it has nearly trebled in twenty years, and it is now increasing much faster than ever before on account of the overflow of the surplus population of sixty-five millions from the West, and because its resources are becoming better known.

CLIMATE.

We have said that in California one can have pretty much what climate he desires. The boundaries of the State have been said to enclose within their limits the climatic counterpart of nearly every portion of the habitable globe. We have the seasons of Italy, Spain, Greece, Asia Minor and Northern Africa in San Luis Obispo, Santa Barbara, Los Angeles, San Bernardino and San Diego Counties. France is represented in the foothills of our great valleys, between the alluvial formation and the limit of 4,000 feet elevation. Lombardy, with its olives, silks and vines—*ulmos inter vites*—is found again in Merced, Fresno, Tulare and Kern. Ireland and Southern Britain reappear in the foothills of Butte and the northern counties, Egypt on the Colorado River, and the Lower Danube, *i. e.*, Hungary, Servia, Bulgaria, and Roumania, in the valley of the Sacramento. Tennessee, Georgia and Alabama find their counterparts in Humboldt and Del Norte, Switzerland in Mendocino, the Atlantic States and Norway and Sweden above the line of 4,000 feet elevation in the Sierra Nevadas. The following figures give a good idea of the temperature as registered by the thermometer: At Red Bluff, in the northern Sacramento valley, January ranges from 24 to 68, July from

68 to 104; at Sacramento, January has as extremes 25 to 62, July 63 to 100; San Francisco's winter registers 28 to 61, her summer 53 to 94; in Santa Barbara, January shows 31 to 70, July 58 to 101. Los Angeles, immediately after the celebration of the new year, has a thermometrical range of 34 to 81; after the Fourth of July, 63 to 103, while the climate of San Diego is one to two degrees higher both in Summer and Winter.

ATTRACTIONS OF THE STATE.

Not the least amongst the charms that the State presents is its magnificent climate and majestic and beautiful scenery. To the tourist and the traveler, as well as to those in search of health, California offers unrivalled attractions. Every part of the State helps to restore to health the consumptive and the ailing. The south in particular has become known as the paradise of "one lung capitalists." Certain it is that thousands of people, who, if they remained in the East, would have been long since in their graves, are now in the enjoyment of robust health. We have within our borders all the beauty and all the sublimity of Europe, and as says a somewhat florid author:—"California, the golden land of the West, the land of wonder, is the paradise of the tourist. Here nature has finished her works in the grandeur of omnipotent might. Lofty mountains pierce the regions of eternal snow, and valleys sink in eternal Summer; sparkling lakes gem her Sierras, and mineral springs of infinite variety are found in every section, surrounded by romantic scenery most attractive to all in search of health or pleasure. Deep chasms, frowning cliffs, waterfalls from dizzy heights, and a vegetation the most majestic the world ever saw, constitute a series of ever-varying attractions such as no other region of the globe presents. Above all reigns an equable climate divided into two seasons, the dry and the

wet—the former extending from April to October, giving a period of immunity from storms, during which the traveler may take his pleasure in the broad light of day, or encamping under the starlight covering of the night, and rest assured that neither rains nor heavy dews will disturb him.”

BEAUTIES AND GRANDEUR OF CALIFORNIA.

These are eloquent, winged words, but they do not exaggerate the reality. The world as a whole does not know the beauties and grandeur of the wonder land of California. When it does there will be as many pilgrims to its shores, its mountains and its valleys as there are now to those of Switzerland and Italy. It only takes thirteen days to reach San Francisco from Liverpool or Havre; less time than it took in the old days of locomotion to go from one end of a European country to the other. San Francisco itself, with all that it has to attract the attention of the stranger, its magnificent ocean and bay, may well detain him for a time. Of course the first place to which his attention would be directed would be Yosemite, the mightiest of the world's wonders, with its waterfalls, perpendicular mountains and sublime peaks whose summits are lost in the clouds. On the way those giants of the vegetable world, the far-famed big trees of Calaveras, three thousand years old, over four hundred feet in full height, and with a basic diameter of ninety feet, will claim a full meed of admiration. The Geysers, the wonder of the Coast Range, and outside of those of Iceland and Colorado, wonders of the world, are situated, three hundred of them, in a wildly picturesque region within easy access of San Francisco. Santa Cruz and Monterey, only a few hours distant from the Golden City, are on the Pacific on one of the most beautiful bays in the world. They together form the great bathing places of the coast, and are in one of the most

picturesque regions of the world. The big trees of Santa Cruz yield only to those of Calaveras. Paraiso Springs, which have been called the Carlsbad of the coast, are between grandly rising mountains, within easy reach of the Southern Pacific. They have wrought some wonderful cures. Highland Springs, in Lake County, are highly curative and surrounded by rugged mountain scenery. There is in the State over a thousand miles of the most beautiful and attractive mountain scenery in the world. Of these mountains Shasta is the most famous. It and half a dozen others are from 10,000 to 15,000 feet in height—their heads constantly wreathed in eternal snow. It has several beautiful lakes, the most renowned being lakes Tahoe and Donner.

LANDS.

Out of the total area of ninety-eight million acres there are twenty million acres of Government lands as yet unentered and they are found in almost every county of the State. Eleven millions are suitable for the culture of the vine, oranges, lemons and citrus fruits generally; for the olive, for all the fruits of temperate climates for wheat, barley and cereals of all sorts, for the sugar beet, some for cotton and sugarcane. They can grow anything to be found in any other part of the United States, while the State is emphatically the home of the vine, the olive and the raisin grape as distinguished from any other portion of our wide domain. There are more of these Government lands available in the Southern section of the State than in any other. About three million acres are available in the foothills of the Sierra Nevada mountains where there are numerous living springs and where every available product of the valleys can be raised. Besides the agricultural lands there are fifteen million acres suitable for lumbering, mining and other purposes; and there are

large areas of private lands that sell all the way from \$2.50 to \$50 an acre—the latter in the neighborhood of towns. There is, therefore, a great field for settlers. Had we a population as dense as that of New York we would now have sixteen millions of people within our borders. Were it as dense as that of Belgium we would have seventy millions. Most of the State is well supplied by Nature with an abundant rainfall, and where this is lacking irrigation facilities are fast being abundantly provided.

The following figures of rainfall are from the best authorities. They represent the average: San Francisco 23 inches, Sacramento 19 inches, San Jose 15 inches, Los Angeles 22 inches, San Diego 10 inches, Fresno $7\frac{1}{2}$ inches, Bakersfield 5 inches, Santa Barbara 14 inches, Monterey 15 inches, Humboldt Bay 22 inches, Crescent City 34 inches, Shasta 38 inches.

The value of real estate, both in city and country has appreciated at a wonderful rate during 1888-9. Especially was this the case in the southern part of the State. In desirable localities in Los Angeles, land sold as high as a thousand dollars a front foot, and although prices went down with the decline of the boom, they are slowly creeping up again. Land values near towns from Monterey to San Bernardino, around the coast, more than doubled within two years. First-class vine or fruit lands near a city bring as much as five hundred dollars an acre, in some instances. In San Francisco during the past eighteen months there has been an appreciation of sixty per cent in the value of lands in the suburbs. There will be an increase of at least sixty thousand made to the population of the city during the next four years, and the necessity for finding space for this increased population will still further largely enhance values. Realty in any part of California today is a splendid investment.

The value of the products of Cali-

fornia this year is in round numbers two hundred millions of dollars, that is, one hundred and forty dollars for every man, woman and child in the State. If we add to this that of the raw material of manufactures we will have a total product of three hundred millions of dollars. San Francisco herself boasts of manufactures whose annual value is estimated at one hundred and seventeen millions of dollars. We raise this year forty million bushels of wheat. In fact, in a year when everything is favorable, we produce more wheat than any other State in the Union. Forty bushels per capita is our normal production of wheat. Apply this to the United States and we would have a total crop of two thousand six hundred millions of bushels, or more than five times the largest crop the United States ever had. Even if we take a bad year in California, with only thirty-three bushels per capita, the result in the whole United States on a similar average would be more than three-fold the largest crop the country ever raised. Of barley we have got up to thirty bushels per capita. It is with us a most important cereal crop. Our wheat, flour and barley reach all countries. In 1888 our wine product exceeded seventeen millions of gallons. This year the prospects are for thirty million gallons if nothing untoward occurs to the grape. We have emphatically the grape country of America. The value of our fruits sold last year was reckoned in round numbers at sixteen million dollars. Some of this was canned, some dried, some shipped East in a green state. It always commands good prices. We put on the market last year 1,000,000 boxes of raisins of very good quality. This year the product will probably be very much more. We are now a formidable competitor with Spain in the markets of the United States. We are especially famous for our citrus fruits, which will grow in most parts of the State. This year it is

estimated that we will have two million boxes of oranges for export.

The physical conformation of California is quite simple. The Sierra Nevada Range running northwest and southeast along most of the eastern border. The coast range under various names running parallel to it at a distance of about fifty-five miles. The base of the Sierras is about eighty miles wide, that of the Coast about sixty-five miles. The Sierras range from four to fifteen thousand feet high—the coast mountains from one to six thousand feet. The higher summits of the Sierras are, as their name implies, robed in eternal snow. The two ranges unite at Tehachapi in the southern part of the State and at the snowy Shasta in the north. Between lies the most fruitful and one of the largest valleys on earth, 450 miles long by 55 wide, known as the Sacramento and San Joaquin River Valleys, from the two great streams that drain its northern and southern portions respectively. It is the home of all cereal grains, especially wheat, of the raisin grape, the orange and the lemon and all the finer fruits, while in its southernly portion cotton flourishes over a wide area, and at some points it is thought that sugarcane can be made to mature. From an auriferous point of view it is the richest valley on earth or rather has been; for ere the plow of the farmer seamed its surface the pick of the miner sought out the gold hidden in the olden tertiary river beds. Outside of these there are the rich coast valleys and the fertile southern country. San Francisco Bay, one of the finest in the world, and containing the metropolis of the coast and other rich cities, has around it an aggregation of lovely and fertile valleys such as those of Santa Clara, the garden spot of the State; that of Sonoma, as also that of Napa, both famous for fruits and wines and for their picturesque scenery and health resorts. Then there is the Klamath basin with pine, cedar and fir cover-

ed mountains and fertile soil; the valley of Russian River, that of Salinas, and the various ones enclosed in the counties of Santa Barbara, San Luis Obispo and Ventura, famous for the richness and abundance of their fruit and grain lands and their mineral riches, and, though last not least, for their wealth in petroleum.

Noble forests of redwood clothe the mountains from the borders of Oregon to those of Mendocino County, and smaller ones the hills of San Mateo and Santa Cruz Counties, and especially the valley of the San Lorenzo River. White and sugar pine, fir and cedar still clothe the interior sides of the northern Coast Range and the flanks of the Sierras. The oak, manzanita, nut pine, juniper, yew, walnut, cyprus, poplar, live oak, willow, sycamore, laurel, buckeye, cottonwood and other valuable varieties of timber are found all over the State, but especially in the mountains.

The southern part of the State, consisting of the counties of Los Angeles, San Bernardino and San Diego, is in some respects one of the richest portions of California. With irrigation every product of the subtropics flourishes. The so-called Colorado desert, 140 miles long by 70 miles wide, is found in the southeastern portion of the State, but it needs only irrigation to make it fertile.

The two great rivers of the State, the Sacramento and the San Joaquin, are each about 350 miles long and can easily be made navigable for a greater part of their length. They are fed by a multitude of tributaries, the longest of about 120 miles, each coming from the Coast Range and the snows of the Sierras. A multitude of small streams flow to the ocean from the Coast Range south of San Francisco Bay, but generally of small importance. North of San Francisco Bay, however, they are generally deep, wide and rapid, such as the Russian, Eel, Elk, Mad, Klamath

and Smith rivers. The course of the Klamath is about two hundred and fifty miles. Tulare, Owens, Kern, Clear, Klamath, Tahoe, Mono, Honey and Elizabeth are all lakes of considerable size.

LEADING PRODUCTIONS.

California is especially rich in the metals—gold, silver, copper, tin, quicksilver and lead being the principal, although almost every description is found in greater or less abundance. As to its primacy in the matter of gold there is no need to refer; it is the principal quicksilver country in the world; copper is abundant though not as cheaply worked as in some of the other states, while the cheapness of England's tin renders it unprofitable to work California's deposit, at least at present. It has great deposits of iron, but the cost of bringing the ore to market has prevented the successful development of them. It has large deposits of lignite coal, while its production of mineral oil, approaching 20,000,000 gallons annually, will in time be second only to that of Pennsylvania. It has inexhaustible deposits of limestone and some of the best cement rock in the world. Its clays are suitable for the manufacture of the best description of pottery and brick. It contains vast deposits of sodas and salts suitable for the manipulation of the chemist and the manufacturer, large and pure deposits of sulphur, while it may be said to contain in more or less quantities every known mineral.

Some of the best horses and cattle in the world have been raised in the State while it has been noted for the abundance of its fleeces and for the profits of sheep raising within its borders.

In the vegetable kingdom it produces the best wheat, barley, hops, vines and deciduous and citrous fruits in the world. Cotton grows luxuriantly within its borders, as also does flax, hemp, ramie, jute and to some

extent sugar cane. The mulberry in this State renders possible in the near future the development of a great and prosperous silk industry. Beet sugar will be one of its most profitable farming products. In the variety and luxuriance of its vegetable products it is excelled by no land under the sun and approached by but few. Honey is one of its staples and is shipped both to the East and to Europe.

CALIFORNIA STAPLES.

We have elsewhere referred at some length to California's products, but a synopsis here will be useful:

A leading miller calculates that on large tracts of land we can raise wheat at a dollar a cental or sixty cents a bushel. The profit from our wine, fruit and citrus lands, when the trees are in full bearing, does not average below a hundred dollars an acre, though much higher figures have been made. The olive is fast coming to be quite an important product of the State, and pays well. Sericulture is also assuming importance, and the production and manufacture of silk will, no doubt, in days to come, take front rank. We now raise thirty-five million pounds of wool a year. We can raise flax, and the ramie fibre promises to be not the least important of our products. The sugar beet has succeeded very well, and as sugar from it can be manufactured at four and half cents a pound there can be but little doubt that we will supply the raw material to the whole country.

The lumber interests of California are amongst the most important of any other and are hardly realized even by her own citizens. The redwood is one of the most useful and ornamental in the world, of giant growth, hard to burn, almost untouched by decay even after a long series of years, and when polished resembling in appearance a piece of

colored marble. There are in the State over five thousand square miles covered by it, averaging in the opinions of practical men 100,000 feet to the acre. Some acres, however, go as high as a million and even two million feet. In the Eel River Valley large tracts cut half a million feet per acre. It sells in San Francisco at \$20 a thousand feet jobbing. Besides the redwood, California produces many other valuable trees, such as the sugar pine, fir and cedar and California laurel.

It is as a gold producer that this State has been most famed. Very conservative estimates give its total gold production as one billion three hundred millions of dollars. Some mines, such as the famous Eureka mine at Grass Valley, have produced four to five millions. The yearly product is now about fifteen millions. Its yearly product of silver is about two and a half millions and increasing. Those who have studied the matter say that there is more gold in the famous blue lead and its continuations, etc., than has been raised on the whole coast since 1849. Besides gold and silver, California has large deposits of iron, copper, lead, tin and other valuable metals and minerals. The production of borax is large and steadily increasing, nitrate of silver is also found and sulphur in abundance. We used to produce more quicksilver than Spain and Austria together—as high as sixty thousand flasks a year, but low prices have restricted production of late years. We have, however, abundant resources.

Along the coast there are whale and seal fisheries of considerable importance. Our Arctic whale fisheries are worth in good years a million and a quarter of dollars. We caught last year 847,200 cod, and the cod banks of the Atlantic sink into insignificance beside those of the Pacific. The product of California salmon in a single year has run as high as 160,000 cases.

Not the least important product of the State is coal oil. In 1889 we handled 17,000,000 gallons of it. The supplies are practically illimitable.

PRODUCTS IN 1890.

The yield of all descriptions of natural products in California this year will be large, and although complete statistics have not as yet been gathered, sufficiently close approximation to the truth can be made to furnish a few interesting paragraphs. In wheat and barley there have been few years outside of 1880, with a better showing than this. We count on a grain harvest, one of at least 24,000,000 centsals, of wheat, and 12,000,000 centsals of barley. As to oats and similar grain the best that can be done under ordinary circumstances is to make an estimate based on annual receipts in this city. The honey crop will be good. Our wine crop cannot yet be reasonably estimated. Our wool crop will be greater than that of 1888. Our fruit crop has been very heavy and may be very well placed at a better figure than that of 1889. More green and dried fruit is being shipped, while the canned product will doubtless be equal to that of 1889. Our raisin crop is generally estimated at a million and six hundred thousand boxes; our orange crop at 1,000,000 boxes.

A fair estimate of the value of products for the present year may be thus given.

Wheat.....	\$36,000,000
Barley.....	13,000,000
Honey.....	1,200,000
Hay.....	3,000,000
Oats.....	2,000,000
Potatoes, etc.....	2,500,000
Corn, rye, etc.....	500,000
Bran, etc.....	500,000
Beans.....	1,500,000
Seeds, etc.....	100,000

Total grain and root crops \$60,300,000

Cattle and sheep slaughtered	50,000,000
Gold and silver	17,000,000
Fruit	19,000,000
Wine	10,000,000
Lumber	10,000,000
Dairy produce	8,000,000
Wool	6,000,000
Base bullion and lead ..	1,250,000
Other metals	1,000,000
Quicksilver	1,500,000
Hops	1,000,000
Coal	400,000
Salmon	250,000
Miscellaneous	5,000,000

Total	\$190,700,000
Manufactures,	
raw material	100,000,000
Total	\$290,700,000

Here is the largest value the industry of the State has ever been reckoned at—equal to about \$207 per capita nearly.

TOTAL PRODUCTION OF THE STATE.

Where exact data have not been kept from year to year, the compilation of a matter of this kind is no easy task. We can, however, make an approximation sufficiently close for all practical purposes, and this will give us a better idea of the advance made by the people of this State than perhaps could large and learnedly-written volumes. The following represents values of some of the more prominent articles, calculated according to prices in the year of production, and including the year 1889:

Gold	\$1,364,300,000
Silver	31,000,000

Total product \$1,395,300,000

Wheat	745,000,000
Dairy products	206,000,000
Barley	185,000,000
Wool	162,000,000
Lumber	97,000,000
Fruit	93,000,000

Quicksilver	74,000,000
Wines and brandies ..	63,000,000
Base metals	51,250,000

These with smaller products and the results of manufacture will give a total value exceeding six billions of dollars, a very good showing for so young a country as ours.

FRUIT.

California will, in future, be as well known for its fruits as it has been in the past for its gold. We may as well say is known, for already the fame of California fruit has traveled to every city of any size on the other side of the Rocky Mountains, to Australia as well, and soon will be diffused far and wide throughout Europe. The State has thirty million acres of hill lands well suited to grape or fruit culture, though not much else. But any land in the State almost, will grow fruit, while the returns are such as to throw into the shade those received from any other pursuit connected with the cultivation of the soil. It has already assumed great relative importance agriculturally. It is, of course, impossible to arrive at exact figures regarding its value, but a very fair approximation can be made. The crop of 1889 and its value may be estimated as follows:

	Pounds	Value
Green shipped by rail. 41 876,830		\$2,600,000
Green by sea	1,000,000	68,000
Dried, by rail	32,804,130	4,300,000
Dried, by sea	750,000	46,000
Used for canning	62,500,000	2,500,000
Home consumption	100,000,000	2,500,000
Oranges (900 000 bxs)		2,250,000
Raisins (1,000,000 bxs)		1,250,000

Total

\$15,514,000

Then it is estimated by a gentleman who knows whereof he speaks that fully one-tenth of the whole crop goes to waste. The value of this in the market last year would not have been less than \$1,000,000 making the value of the whole in the markets over sixteen million dollars. It has been estimated at higher figures, but

these represent the actual facts of the case as nearly as may be. The grower does not receive this sum but it is fair to estimate that for the fruit actually sent to the market he has received in return not less than twelve millions of dollars. The consumer, of course, pays a great deal more than the highest figure here given—probably not less than sixteen millions of dollars. The value of the crop since 1880 may be given as follows:

1880.....	\$3,000,000
1881.....	4,000,000
1882.....	5,000,000
1883.....	7,500,000
1884.....	7,500,000
1885.....	9,000,000
1886.....	9,000,000
1887.....	12,500,000
1888.....	13,250,000
1889.....	16,514,000

Here is an increase of about five-fold in the short space of nine years—one absolutely wonderful and to be equalled in but few countries outside of California. For 1890 the value of the fruit crop may be given at \$19,000,000. The number of fruit trees in the State cannot be exactly told, but from data gathered during the past two years it may be given at ten millions. It was estimated that upwards of two million trees were planted in 1889.

PROFITS OF FRUIT GROWING.

The following facts gathered by the Santa Clara Board of Trade respecting fruit culture in that county bear out all that the JOURNAL OF COMMERCE has ever printed on the subject, and prove that California is well entitled to the credit of being the orchard of the United States.

The report gives Assessor's figures, showing that in March 1889, there were all told over 1,500,000 fruit trees growing in Santa Clara County, the profit on which is \$1 per tree for all listed, or \$1.50 for bearing trees.

There were then 11,000 acres in vines and 500 acres in berries. The price per acre of bringing an orchard into bearing is given as follows: First year—Breaking ground \$3; leveling ground, \$1; laying off, digging holes and planting trees, \$6.50; cost of trees, \$21.60; ten cultivations, \$5; four harrowings or clod mashing, \$1; pruning, \$1.50; digging around trees three times, \$1.50. Total first year, \$41.10. Second year—Plowing, \$2; ten cultivations, \$5; harrowing or clod-mashing four times, \$1; digging around trees, \$1; pruning, \$1.50; Total second year, \$10.50. Third year—Plowing, cultivating, harrowing, etc., \$8; digging around trees, \$1.50; pruning, \$2. Total third year \$11.50. Fourth year—Plowing, cultivating, harrowing, digging, etc., \$9.50; pruning, \$2.25. Total fourth year, \$11.75. Grand total, \$99.85. As to profits the following samples are given: Ten acres of apricots (Mr. Righter's) at four years old yielded \$75 per acre. At five, six and seven years old, including short crops, the average yield per year has been \$1600; ten acres of apricots (Mr. Rodeck) at five years old yielded \$160 per acre; three acres of apricots (Mr. Snyder), at five years old yielded \$800; twenty acres of prunes (Mr. Barnheisel) at six years old had yielded \$8000; sixty-five acres of prunes (Richards and North)—fifty acres five years old and fifteen acres seven years old—yielded \$6500; three acres of prunes (J. J. Peard) seven years old—thirty tons—sold for \$1200. Five acres of apricots six years old (G. W. Worthen), \$1,500. Two and one-half acres of apricot trees, five years old (Senator Conklin), \$800. Ten acres peaches, apricots and prunes, four years old, \$150 per acre (L. L. Nattinger). Larger returns than these are usual from older trees, and in some cases almost fabulous. We have authenticated statements of \$600 per acre from prunes and \$1200 per acre from cherries and \$500 to \$700 from peaches; but, although

these cases are not infrequent, we class them as exceptional.

Los Angeles county reports :

Forty thousand acres of orchards, and about 37,000 acres of vines. Oranges bear in four years and will then yield \$100 an acre. The profits steadily increase each year. From \$500 to \$890 is realized under favorable circumstances and \$1000 to \$1500 per acre frequently under prime circumstances from orchards in full bearing.

DRIED FRUIT AND RAISINS.

The following table shows how our dried fruit industry has grown :

Product.	1883 Lbs.	1889. Lbs.
Dried Peaches..	600,000	3,200,000
" Pears.	200,000	50,000
" Apples ...	750,000	500,000
" Apricots..	150,000	2,000,000
" Prunes ...	550,000	15,200,000
" Plums.....		200,000
" Grapes.....		2,000,000
" Nectarines.....		200,000
" Figs		100,000

Total 2,250,000 23,450,000

The year 1888 gave a yield about 20 per cent. larger than in 1887, and nearly sixfold that of 1883, while 1889 was tenfold. Early in the present year the yield was estimated at 28,000,000 pounds of prunes alone, with 37,000,000 pounds of all kinds. The yield of prunes, however, has since then been estimated at a much smaller quantity. The total represents 222,000,000 pounds fresh fruit.

RAISINS.

The following table represents the development of our raisin industry :

1873	6,000
1874	9,000
1875	11,000
1876	19,000
1877	32,000
1878	48,000
1879	65,000

1880	75,000
1881	90,000
1882	115,000
1883	140,000
1884	175,000
1885	500,000
1886	703,000
1887	800,000
1888	915,000
1889	1,000,000

The product of 1890 is now estimated at 1,600,000 boxes.

There is hardly a locality in the State where the raisin grape does not flourish; the profits are steady and certain, while the market can hardly ever be overstocked. The cost of cultivation on soil easy to cultivate cannot exceed \$20 an acre. From three to five tons to the acre is the average yield—it often goes up to ten tons. One ton of grapes will make six hundred pounds of raisins fit for the market. An acre at the lowest calculation will yield one hundred boxes worth at the lowest valuation \$100, while it does yield in some instances as high as 300 boxes worth \$300 per acre; but the best description of raisins will bring at least fifty per cent. more, so that a yield of \$500 per acre is possible.

CITRUS.

The profits of citrus growing have often been dwelt upon, and the following shows that a specimen orchard of six acres yields in six years \$12,000 as gross receipts. The expenses had been as follows: Land, \$150; trees, four hundred and fifty, \$450; 12 years of care, \$2,160; inter st at 10 per cent. for six years, \$1,656. Total expenses, \$4416. The best trees, at five years old, yield 200 oranges to the tree; at ten years old 100. At 200 oranges to the tree the yield of 100 trees to the acre would be \$400, the expenses \$100 per acre, leaving \$300 for profits. At the close of ten years, of course, the results would be proportionately better. The value of each tree in healthy and

vigorous bearing is, by the Rev. I. W. Moore, estimated at \$100. In Butte County some trees have yielded from one to four thousand oranges each year. The owner of a nineteen-acre orange orchard at Riverside has sold his crop on the trees for \$10,000.

THE OLIVE.

The cost of olive cultivation is thus given by Adolph Flamant, a well-known writer: With 100 trees to the acre the cost is thus figured: Digging 100 holes and the planting of the trees should not cost above \$5 per acre. Two hoeings of a space about three feet wide around each tree, one in the early spring, one in the early summer at \$1 50 each will make it \$8 altogether per acre. The small rooted cuttings can be had at prices ranging from \$10 to \$15 per hundred, according to size, and taking this maximum cost of \$15, we come to a total of \$23 per acre for all the first year's expenses, independent of the cost of the land. During the following years three hoeings, distanced according to a more or less rainy season, will be more than is required to keep the plantation in very good condition; it will not cost altogether more than \$5 per acre, to which can be added the cost of pruning every two years, and, if desired, the cost of manuring every two or three years. The yield has been as much as \$500 per acre, but as the tree advances in age the yield increases.

' WILL FRUIT GROWING PAY ?

The quantity of land in California said to be specially adapted for fruit raising is about thirty million of acres, or larger than the area of many European kingdoms. What will this yield? At the yield of apricots off thirty acres, noted heretofore, it would be not less than four hundred million tons of this fruit for the State. At the present

population of the United States, say sixty-five millions, this would give nearly six tons yearly per capita; that is, 13,000 pounds, or close on thirty-six pounds per day. For apricots we might substitute fruit, and we can easily see that such a quantity could not be by any means disposed of on any consideration. We, of course, in taking the whole area of the State are looking at the matter from an extreme point of view. But some time or another the problem of an immense extension of fruit culture must be faced, and that not only in California, but elsewhere. By the time that fruit culture in California reaches its extreme limit there will be a great addition to the population of the Union and also to that of the world at large. The statement that we have the world for a market requires some modification. We will have as competitors Arizona, New Mexico, part of Texas, Old Mexico, Central America, South America, West Coast Australia and South Africa, if not many other places. This, of course, has to be borne in mind. In twenty years from now there could be in this State, ten million acres under cultivation for fruit. This could produce one-third of the quantity we have specified. This, too, would be excessive, though in twenty years the population of the United States would probably be over one hundred millions.

The basis on which we may figure production is about as follows:

Meat is dear, and it looks as if under ordinary circumstances it would be dearer. If the people can buy fresh fruit at a less cost than meat, say at five or six cents a pound, it will be used extensively in lieu of it, and will be much healthier and more agreeable. At 1c or 1½c for transportation, six cents a pound would allow say, 1c@1½c to the grower, besides paying the necessary profits. At this rate a consumption of say two pounds *per diem per capita* could be made up. This at present would

need 125,000,000 pounds, or say 62,500 tons per day. At five tons to the acre, as a fair average production, this would take 12,500 acres for each and every day's supply. For a year it would need 4,502,500 acres. In twenty years from date about double this, or say nine million acres would be wanted. Five tons at $1\frac{1}{2}$ cents per pound gives \$150 per acre as the gross returns. The cost may be assumed to be say \$50 per acre, leaving \$100 as net profit, that is after everything has got into working order. Of course these figures can be modified a good deal by freight reduction, etc., but we think that taking all in all this is a very fair presentation of the case. It would take a great many years to reach the profitable production given above, and the consumption of just so much fruit is not very probable, but it could be reduced very materially from our figures, say one-half, and still, under present circumstances, a very large margin left for cultivation and profit. Under the circumstances, no serious depreciation in the value of fruit land seems possible.

WILL IT CONTINUE TO PAY?

Many a man who has money invested in fruit lands or who has been tempted to so invest it for the past year or two is asking himself this question, and anxiously, as he fears that the abundant production of fruit looked for will bring a glut, a depressed market and a loss. At the outset we would say that it is a reasonable inference that if the fruit growing continues to expand all over the world as it has done during the past few years in California that prices must decrease considerably. In 1883, for instance, we cured 2,250,000 pounds of dried fruit in California—in 1889, 23,450,000 pounds. Our raisin product increased from 140,000 boxes in that year to 1,000,000 in 1889, and say a million six hundred thousand this year. Our ship-

ment of green, dried and canned fruits was, by the Southern Pacific, 44,763,570 pounds in 1886 and 143,588,520 pounds in 1889. Immense numbers of trees have been planted during the past couple of years, and on account of the unsatisfactory returns of wheat and barley in dry years we may expect that the movement toward fruit will be rather accelerated than otherwise. If the rest of the United States and the rest of the world did the same the end would be nigh. But they are not likely to do so, at least for a long time yet. Our soil and climate are especially suited to fruit production and it will be some time before it can be overdone. Careful cultivation and knowledge of what is needed now returns to the cultivator \$100 an acre net in table grapes; \$830 gross in strawberries; \$300 in peaches; \$600 in apricots. In the San Joaquin Valley twenty acres have yielded \$4,575 or \$223 75 per acre in ordinary fruit. Walnut trees yield \$300 to \$500 per acre; raisins \$300 to \$500 per acre; \$300 per acre netted in oranges; \$500 per acre gross in olives; wine grapes \$116 40 per acre net. The price at which some of these results has been obtained is, as in the case of apricots, $1\frac{1}{4}$ cents per pound where from thirty acres \$14,000 worth was sold. These prices and results leave a goodly margin.

PERTINENT EXAMPLE.

The Sacramento *Union*, 1888, said of an orange orchard twelve to seventeen years old, that most of it came into bearing last season and that the first crop averaged 200 oranges to the tree. At \$2 50 to \$3 for 100, one tree yielded \$45 worth of fruit. This was in Upper California, where the fruit ripens six weeks earlier than in Southern California. Large plantations of oranges were made last year. In an orchard of eighty bearing trees, one twenty-five years old produced the season before last, 2000 oranges

From seventy-five young trees 14,000 were marketed; from others 17,000 which netted \$3 per 100. From one particular tree, 1911 oranges were gathered, netting over \$60. An almond orchard of 2000 bearing trees averages 100 pounds to the tree—many yielding much more. There are about 130 trees to the acre—the price never below 7 cents per pound. At this rate they yield \$455 per acre.

Two hundred peach trees bore an average of ten 25-pound boxes to the tree. From one of Hale's Early was picked two 25-lb boxes, which sold at 40c@90c per box. Thirty apricot trees produced six hundred 25-pound boxes, an average of twenty boxes to the tree. One tree yielded thirty boxes. From five walnut trees were gathered six hundred pounds of walnuts. From one twenty two year old was gathered two hundred pounds which sold at 10c@11c per pound. A Smyrna fig tree yielded half a ton of fruit which sold at a profit of over \$100. From the same tree two years previously \$100 worth of cuttings besides \$35 of fruit were sold. From fourteen cherry trees fruit to the amount of \$262 was sold. Three acres of table grapes yielded 18 tons. The net income of wine grapes was \$200 to \$600 per acre.

The Lodi *Sentinel*, 1888, contained an account of the orchard of Mr. Clements, of between three and four acres, composed entirely of peach trees. Here he sold in 1887, from each tree, twelve boxes of canning peaches, at 75c per box. He had besides two boxes of dried fruit from each tree. Each of the latter netted \$10 50, which at 100 trees to the acre made \$1050. All expenses of boxes, shipping, etc., were paid by the purchasers. Twenty acres of this kind of fruit would, in a score of years yield a princely fortune.

A practical fruitgrower of Orland has given the following estimate of cost for vines the first three years (20 acres):

FIRST YEAR.	
Plowing and harrowing.....	\$40 00
Planting.....	40 00
Cultivating.....	100 00
SECOND YEAR.	
Pruning (too high).....	15 00
Cultivating.....	100 00
THIRD YEAR.	
Pruning.....	25 00
Cultivating.....	100 00
Total.....	\$420 00
Or \$21 per acre.	

BEET SUGAR.

A century and a half ago beet sugar had not even been thought of. The industry of beet culture is one which, like the practical use of the steam engine, the iron rail and electricity, is eminently characteristic of modern times. To Germany is owing the discovery of the useful saccharine qualities of the beet. Andreas Sigismund Margraf, a Berlin chemist, in 1747 discovered 4 3-5 per cent. in red beets and 6 1-5 per cent. in white. But nearly half a century elapsed before anything practical was the result. In 1796, one Achard, backed by a royal patron, Frederick William II of Prussia, established a factory at Cunen, Lower Silesia. Here he worked up 3½ tons of beets a day, making 6 per cent. of yellow sugar and 3 per cent. of molasses. Factories at Olbendorf, Hohensleben, and in Bohemia were soon established, in the latter country towards the beginning of the century. At this time Great Britain was waging her famous war against the great Napoleon and had blockaded on paper all the ports of the continent. The great Emperor, in order to render the European continent independent of the sugar supplies from England and West India colonies, gave especial encouragement to the beet industry in France. Previous to this, it is said that the British Government, fearing just this result, had offered Achard a bribe of 200,000 thalers to

declare that sugar could not be produced from the beet with profit. This, however, he rejected with scorn. Napoleon had 79,075 acres devoted to its culture and appropriated \$200,000 for the same purpose. This was in 1811. Russia encouraged the industry by appropriating funds and gave a remission of taxes on land devoted to its culture. It died away in Germany for awhile. But it flourished in France and gradually Germany, Austria and Russia fell into line, and, with France, became the great beet producing countries of the world. In Europe beet culture has been encouraged by a bounty on exports. The first attempt made in the United States was in 1830. It was tried in Massachusetts in 1838. But it could not prevail against the Louisiana cane product, or rather perhaps soil and climate were against it. In 1863 the matter was taken up in Louisiana, and in 1870 in California. But with the exception of the success in this State, all attempts elsewhere throughout the Union failed.

IN CALIFORNIA.

The matter of the suitability of the Golden State to the industry was the subject of considerable discussion. The more enthusiastic believed that it would be the great sugar country of America. The approaching completion of the Central Pacific gave a means of reaching the most distant markets of America. Experiments were made, but not enough to test the capabilities of the State. But the glowing accounts published of the possible results were not without their effect, and in 1869 a company with a quarter of a million dollars capital was organized. In 1870 the Alvarado factory was built. Its capacity was fifty tons a day. Everything was propitious, as San Francisco was close at hand, where money for the enterprise or a market for the product could be readily obtained. A crop was put in, and the factory started in November of that

year. The first sugar was made November 19th; but it was started at an unpropitious time as the market price of sugar steadily fell, and speedily carried down the enterprise with it. But \$18,000 was made the first year. The next year they were not so fortunate, and a change of base was effected, the factory being removed to Santa Cruz.

This, however, did no good; the expenses were too great. At Rio Vista a factory was started to make sugar from lemons, but was turned into a beet factory. Floods, however, came two years in succession, and the enterprise was spoiled. Los Angeles tried the business in 1880, but without success. The Alviso factory started up again in 1879, but after seven years of success was burned down in 1887. The same year saw what might be termed the renaissance of the industry. Mr. Claus Spreckels, President of the California Sugar Refinery, who had studied the matter for years and had been to Germany, where he had mastered all the latest secrets of the industry, concluded that here on the Pacific Coast, and in California, was the very paradise of beet growing. Having come to this conclusion, he placed his large fortune at the disposal of the industry, if we may so term it, and entered into the business with heart and soul. He ordered a large quantity of the best machinery and twenty-five tons of the best beet seed, and offered large premiums for beets containing the highest percentage of saccharine matter. He lectured at various points in the State, and was ready to erect factories where encouragement was offered. He determined to put up factories at Watsonville which would cost \$400,000. He had guarantees that 2,500 acres would be planted in beets for a number of years. Thus fortified, he set to work and in the Fall the factory was in good running order. It had a capacity of 350 tons daily. It could make 70,000 pounds if run to its full capacity. During the cam-

paign in 1888 there was made here 1,600 tons of sugar. The Alvarado factory in the same time made 500 tons, so that the beet product of California in 1888 was 2,100 tons — a small beginning truly, but a promising one nevertheless. In 1889 it was 2,585 tons. This year it will be 9,000 tons. The sugar was made into what is known as granulated and brought full prices.

Before erecting refineries Mr. Spreckels has to be guaranteed good supply of lime, wood and water. A site of thirty or forty acres for a factory must also be supplied. It must be near a railroad, so as to allow ready shipment to San Francisco. The cost of beet seed will be about 12 cents per pound, and it takes from fifteen to twenty-five pounds to sow an acre. This makes the cost from \$1 80 to \$3 per acre for seed. There can be no doubt but that the terms offered will be gladly welcomed at numerous points in California, Oregon or Washington, and that not long will elapse before the beet industry will be the most flourishing on the coast, or indeed in America.

PROFITS.

The following, written some time since is still applicable to the industry :

Now that sugar refining has been such a signal success, that the success of the beet industry has also been demonstrated, and that the last attempts at beet-sugar making have been such a decided success, Claus Spreckels, President of the California Sugar Refinery, has resolved to devote his whole attention to beet culture and beet sugar manufacturing. Many years' experience, the possession of abundant capital, a thorough knowledge of the theory and practice of sugar refining, a practical inventor, and possessed of an indomitable will and an untiring perseverance, he is just the man to achieve success in this most promis-

ing field. The data of actual working may be inferred from the report of the Alvarado factory for the year 1884-5. In that year 16,354 tons of beets produced 2,167,283 pounds, or 967 3-5 tons of sugar nearly; that is, it took about 17 tons of beets to make one ton of sugar. In this campaign, however, the full quantity of sugar was not obtained, as though during the first few months 10 per cent. was yielded, during the latter part only 7 per cent. could be had. The factory, however, was enabled to sell granulated sugar at 5½¢ per pound. For the beets \$4.50 per ton was paid. Their cost was thus \$73.03. The result at 5½¢ per pound would be \$113,182.35, not counting by-products, leaving \$40,189 as a margin for profit and expenses. It is even claimed that beet sugar could be made much cheaper. Good California land will yield 25 to 30 tons of sugar beets to the acre, yielding in sugar 10 per cent. or the greatest known yield in the world. At 25 tons there will be 2½ tons or 5,600 pounds refined sugar to the acre. The lowest price at which beets have been paid for by the company is \$4 per ton. From that, according to the percentage of saccharine matter, the price will be advanced. This will give \$100 to \$120 per acre for the gross yield of land planted in beets, whereas wheat, at 50 bushels to the acre, would only yield, at \$1.50 per cental, \$45 per acre. There is here an increase of \$55 to \$75 per acre over the profit obtained on wheat, assuming the cost of both to be the same. With a very small farm a man would easily have a competency. Suppose the expenses to be equal to those of wheat, the result would be from 40 acres \$2,200 net profit, for 100 acres \$5,500, for 500 acres \$27,500, at the lowest average. The residuum of the beet may be made merchantable in many ways, and in France, out of \$45,500,000 as the total value of the industry, \$14 - 250,000 were obtained from by-prod-

ucts. Good beet land should, therefore, be easily worth \$500 to \$600 per acre.

WHAT CALIFORNIA HAS DONE.

The following is the output so far as any record has been kept :

1871.....	587,000
1872.....	1,500,000
1873.....	760,000
1874.....	1,500,000
1875.....	600,000
1876.....	995,000
1877.....	1,000,000
1878.....	500,000
1879.....	800,000
1880.....	1,300,000
1881.....	1,410,533
1882.....	1,000,000
1883.....	1,200,000
1884.....	2,134,273
1885.....	1,343,178
1886.....	1,688,258
1888.....	4,200,000
1889.....	5,170,000

It will thus be seen that every year since we have made more or less beet sugar, the total reaching 27,688,242 pounds, a very small quantity, the whole not being quite equal to one-twelfth of our annual distribution, or one hundred and twentieth part of the sugar distributed here for the past seventeen years. It may therefore well be said that in California the beet sugar interest has hitherto been in its infancy. From the above facts the question naturally arises why, with such a heavy consumption and the success shown by the factory of late years, was not the business more extensively entered upon? It can be easily answered. During the seventeen years just noted or rather during the greater portion of that time, the sugar industry as a whole was only experimental in San Francisco, and until sugar refining itself had been placed on a profitable basis, there was little chance that the production of beet sugar would receive attention from any practical man. It is not long ago since the

failure of several refineries in this city acted as a deterrent to the embarking in any branch of the sugar industry. Its success being assured, it is but meet and proper that those who have been instrumental in it should turn their attention to the wider field afforded by the industry in question. What that field is may be better understood when it is known that the annual consumption in the United States is not less than one million three hundred thousand tons a year, and that it is increasing at the rate of sixty thousand tons, or 134,400,000 pounds, a year.

POSSIBLE PROSPECTS.

Professor Hilgard estimates the area of lands in California capable of beet culture as 5,830 square miles or 3,731,200 acres. The probability is that the area is larger. This is scattered all over the State, in the most fertile valleys. Supposing that this yielded 25 tons of beets, or 5,600 pounds of sugar per acre, and that a crop was raised once in every three years as was suggested by Claus Spreckels, it would make the annual yield 3,110,000 tons, or nearly three-fold the present consumption of the United States. The whole of the Pacific States and Territories can, no doubt, produce six to seven million tons, enough to supply 50 per cent. more than the present consumption of all civilized countries. That consumption, though, is increasing very rapidly and it doubles in the United States in about twenty years. Thus in that time it would absorb all the possible production of the State. The value of 3,110,000 tons of sugar would, at 5c per pound, be close on three hundred and fifty million dollars per annum. Besides the return to the farmer, the industry gives steady employment at the rate of about one man to every 30,000 pounds of sugar. The total product of the sugar lands in California would therefore give employment to not

less than 230,000 men, representing a population of 1,600,000, including traders, manufacturers, wives, children, etc. It would give besides support to a great and varied industry. It would need 21,000,000 barrels to contain the sugar, and thus give support to a vast cooperage industry and lumber interest. The engines would consume 19 barrels of oil to each ton, or 58,000,000 barrels to the total possible production of the State. This would no doubt exhaust all the crude oil that California can produce. The use of two per cent. slack lime would call for over 400,000 barrels of lime a year. The machinery needed, too, in these mills, would cost forty-eight millions of dollars, and would require renewing say every fifteen years, thus creating a foundry business of over three million dollars a year. An immense quantity of coal would be consumed, so that it would give support to a great mining interest. And we have not yet nigh exhausted the list of all the new industries that this great one would support. We have delineated its possibilities. It would, of course, take a long series of years to arrive at the results here presented. That it is possible under any circumstances may be known from the fact that the last sugar made cost 4.84 cents per pound and that it is stated on good authority that it can be laid down in San Francisco for $3\frac{1}{2}$ c per pound, so that California can easily hold her own in beet sugar production.

WINE AND VITICULTURE.

California is par excellence the land of the vine. Good authorities say that there are not less than fifteen million acres within its borders suitable to its growth. Much of this is hill land not well suited for anything else, but pre-eminently calculated to be the home of the vine. The lands of California are not like most of those of Europe, worn out by ages

of bearing and producing plants that are an easy prey to the ravages of the phylloxera.

Then the climate in the season of the vintage is mild and equable with no hail storms to destroy the blossoming plant, and very seldom frost or any other unpleasant climatic influences to mar it. It is not surprising that under such circumstances the industry of wine-making should have rapidly expanded, and that California looks forward at an early day to become one of the great wine countries of the world. In fact, it is already one in the estimation of many of its people.

The vine was introduced into this State by the Franciscan Fathers about 100 years ago, and has since flourished and prospered in the land. The variety was what is still known as the Mission; and not many years ago most of the grapes grown in California belonged to this stock. Some of the old vines in the genial climate in the southern portion of the State have grown to gigantic dimensions, rendering it easy to understand the thoroughly literal application of the scriptural expression—sitting under his own vine and fig tree. The first vines were planted at San Gabriel and had been introduced directly from Spain. There was little done for many a long year—the Mission Fathers simply making a little wine for their own use. With the advent of the gold seekers, grape growing, not wine-making, became a recognized industry. The miners had plenty of money, were very liberal and did not mind planking down the gold dust freely for what they wanted or fancied. In 1850-51 grapes were sold in the San Francisco market at 50 to 75 cents per pound. The profits made in this way were very large and induced many to embark in the business of their cultivation. The result was that in ten years after the discovery of gold viticulture was already a recognized industry.

The first vineyards of any size were planted in and near Los Angeles and in Santa Clara County. One of the most noted pioneers in the business was Agoston Haraszthy, an Hungarian exile, who brought to the service of our State the experience gained in happier years in his fatherland.

In 1851 he planted a vineyard at San Diego. In 1853 he established another at Crystal Springs. He introduced several new varieties of the grape from the East and from Europe, especially from Hungary, amongst others the famous Zinfandel from which a justly celebrated claret is made. In 1855 he purchased the Buena Vista vineyard at Sonoma, and there planted 80,000 vines. Now Sonoma County is one of the finest wine-producing counties in the State. Its neighbor, Napa, too, is justly famed for the excellence and superior quality of its wines. Very early in the history of the State a German colony established at Anaheim rendered important services to the industry. Colonel Haraszthy long worked with voice and pen as well as capital and skill in support of his favorite industry and at length aroused the Legislature and the people of the State to an active interest in improving the original stock of the Mission grape. The result was that in 1860 a Commission was appointed to Europe to make a selection of the best grapes grown there for transplantation to the soil of California. They introduced 200,000 cuttings of 487 different varieties—in a word the very pick and choice of the vines of the Old World from her most celebrated vineyards. This is why California has taken such

GIGANTIC STRIDES

In advance in the industry of viticulture; it is to-day the principal wine country in America, and bids fair not only to continue so, but to rival most of the lands of the Old World in this respect. The vines were from

France, Spain, Italy, Portugal, Germany and we may be sure that Hungary, the native country of Colonel Haraszthy, was not forgotten. He paid all the expenses out of his own pocket. Amongst other pioneers was James Delmas, who, in 1856, introduced the Black Malvesie—long and still a favorite grape—and the Charbonneau. Charles La Franc first planted in the State the Charbonneau, the Mataro, the Grenache and the Sauvignon.

Since that time other choice European varieties have been acclimatized to California, and with the happiest results. Some of the finest wines in the world are made from them; acknowledged as such by connoisseurs both in Europe and America.

Endeavors have also been made, and with success, to produce sparkling wines or champagne. But this success has been achieved at comparatively great cost, and not till many years and much money had been wasted in vain attempts to equal the glorious vintage of France. In 1857 Don Pedro Sainsevain, originally Pierre Sainsevain, a Frenchman naturalized in Spain, but who subsequently found his way to California, attempted the production of champagne. He brought from France one M. Debanne, an expert, and they tried the experiment in the neighborhood of Los Angeles, but without success. Why, is not related. The Buena Vista Viticultural Association subsequently spent \$100,000, and with other parties \$120,000 in a vain attempt to produce the genuine article. But it was all a dead loss. Agoston Haraszthy, however, determined that champagne should be made in California, and he sent his son Arpad to France to learn how to produce it. He did learn, and in California after many experiments success at last crowned his efforts. Since then California champagne has been an article of well known merit, and 20,000 cases are annually disposed of, principally in

the United States. Champagne is also made from California grapes by an artificial process, two firms being engaged in the business. Sherries, ports and other wines similar to those of Europe with like names are also made.

There has been a great increase in the acreage and the consequent production. This last has gone up from half a million gallons in 1859 to

SIXTEEN MILLION GALLONS IN 1886,

And was expected to be still larger the past year. In 1885 a yield of twenty million gallons was expected, but climatic influences reduced it to ten. Most of the product is taken by the Eastern States, but our wine growers are now looking abroad for other markets—such as England and France.

France has, since the ravages of the phylloxera desolated her vineyards, been purchasing heavily of Spain, Italy, and other countries, and our viticulturists think they can have a market there also. The reduction in prices—25 to 30 cents—in two years, though unwelcome and inevitable from increased production, has a tendency to promote consumption and to eventually make such a market as the pioneers of the industry perhaps never dreamed of. California wine has been making a name for itself and this fact has led to adulterations, in the East, especially. It is said that in New York so-called wine, with not a single drop of the juice of the grape in it, has been sold as the genuine product of California vineyards. And not only that, but hundreds of thousands of gallons of California wines have been bottled and labelled with French names and sold as the product of some of the most renowned vineyards of France, and of other parts of Europe as well. Indeed, in San Francisco here, the industry of disguising California wines under French names for sale in the East and in this market is

being industriously carried on. Recently some European wines and California ones of similar appearance were placed together without labels, and connoisseurs invited to sample, when they failed to distinguish between the European and the Californian. This fact renders it easy to disguise the true character of the wine. That this is done to any great extent is denied by the most respectable of our wine merchants. It is admitted that some wine has been shipped from this city to New Orleans with French labels, but not to any great extent. The fact, no doubt, is that the disguising is done when the wine arrives at its destination. Of course, this is wrong. If people pay for French wines they should have them even though the California article be equally as good. France herself, however, sets the example in this, and a bad one, too, as she buys wine in all of Europe and passes it off as the product of her own vineyards. The wine sold by the wine merchants of San Francisco is generally bought of vineyardists, brought to this city and prepared for export. But some of our wine merchants have wineries of their own in the interior where they buy the grapes from the growers and make the wine themselves.

GROWTH OF THE VINTAGE.

The progressive growth of the California wine yield may be thus given:

1859.....	500,000
1867.....	2,500,000
1868.....	4,000,000
1869.....	3,000,000
1871.....	4,500,000
1872.....	3,000,000
1873.....	2,500,000
1874.....	4,000,000
1875.....	4,000,000
1876.....	4 000,000
1877.....	4,000,000
1878.....	4,500,000
1879.....	5,000,000

1880.....	6,500,000
1881.....	7,000,000
1882.....	7,000,000
1883.....	7,000,000
1884.....	10,000,000
1885.....	8,000,000
1886.....	11,000,000
1887.....	13,900,000
1888.....	16,000,000
1889.....	14,750,000

It will be seen from this that from 1868 to 1877, inclusive, there was very little change in the production. Then it began to increase. From 1881 to 1883, inclusive, there was a pretty steady yield year by year. Then the vines that had been planted from 1877 to 1880 began to make themselves felt in the increased quantity. In 1884 we had the largest vintage hitherto known. Next year there was a falling off. In 1888 we reached 16,000,000 gallons; during the past year the vintage was smaller. From year to year in the future not only the quantity but the quality of our wine resembles nothing more than our own will improve, till California is as justly celebrated in the new world as France is in the old. By the planting of resistant stocks all dread of the phylloxera may be removed, and in that respect we will be much happier than our great congener of Europe.

VINES AND VINTAGE.

From what we have already stated, it may be seen that much has been done to add to what Nature has done for California as a home of the vine. Of course it has been principally in the direction of importing the best varieties grown in Europe and trying to naturalize them in the soil and climate of California. Much has also been done by experienced wine makers in the production of different descriptions that shall have more or less resemblance to the famous wines of Europe. Hence our ports, clarets, Burgundies, Hochs, etc. But, of

course, much remains yet to be done, and we have room in the soil of California for the skill of at least another generation of viticulturists. It must be remembered that in Europe the same vine when transplanted from one hill to another will yield an altogether different wine, so that it is evident that mere cultivation of noted European varieties will hardly suffice. For instance, the grape from which the noted champagnes of France are made resembles nothing more than our own Mission grape. Very fine wine has been made from this same grape and the probabilities are that some of the greatest future triumphs of California viticulture will be wrought out in connection with this long neglected variety.

There is no county in California where the grape does not grow. The leading counties now devoted to its culture are Napa, Sonoma, Los Angeles, Santa Clara, San Joaquin, and Sacramento. We now make from fourteen to sixteen million gallons, but can make thirty million gallons from the area at present under the vine. The area is about 35,000 acres, of which 30,000 acres can produce thirty million gallons, or about a thousand gallons to the acre. That can be averaged at say 20c. a gallon, ranging all the way from 10c. to 45c. at the vineyard, so that an acre will average two hundred dollars to the wine grower. This, however, is exceptional only.

PRACTICAL VITICULTURE.

Los Angeles is the oldest and till lately the largest of our wine-producing counties. The extensive settlement of that county during the past few years has, however, caused a great part of the vine lands to be turned into building lots, so that the yield has actually diminished. This, however, may be looked upon as temporary only, and we have no doubt that in the not distant future it will easily eclipse its old fame in

this regard. It has boasted of one of the largest vineyards in the world—the Nadeau, consisting of two thousand two hundred and fifty acres. Here were grown Mission, Zinfandel, Blau Elben, Trousseau, and Black Malvesie. In 1885, with only partial bearing, the yield was 2,000 tons of grapes, in 1886 it was 3,412 tons, in 1887 it was 8,000 tons, while in 1888 the yield was 12,000 tons. The crop of 1885 yielded 300,000 gallons of wine and 50,000 gallons of brandy; that of 1887 equalled 750,000 gallons of wine and 130,000 gallons of brandy, while that of 1888 gave over a million gallons of wine and 200,000 gallons of brandy. This will be worth at a low valuation half a million dollars, without the full capacity having been reached. In Napa County from five to seven tons of grapes per annum is the yield. In 1886 there were in the county 6,953 acres of grape four years old and over, and this might be taken as the average; that year the yield was 4,800,000 gallons. In 1884, with a much smaller acreage of producing vines, the yield was 4,937,000 gallons. The yield can be run up to a thousand gallons an acre, but it goes down in unfavorable years to 2,500,000 gallons. The average may be given at probably 500 gallons to the acre, worth \$100. The vines planted do not yield much of a return for four or five years, but then they begin to pay richly. In the fourth year the yield may be placed at two tons per acre. The yield increases till about the seventh year, when it is generally four tons per acre. The price of grapes has declined during late years—has dropped, but we may give \$10 per ton as the lowest and \$30 as the highest, depending on the description of grapes grown. Four tons produce 500 gallons of wine, worth at the vineyard all the way from 10c. to 50c. a gallon. Averaging at 20c. we have \$100 per acre as the yield in a good year. The cost is \$25 per acre, leaving \$75 per acre profit. How-

ever, reckoning it at \$50 per acre the net result of 50 acres would be \$2,500 a year. This, however, can be reduced considerably and still yield excellent results. The value of the land when the vines are in full bearing is \$300 to \$500 per acre, depending a good deal on location. At the lowest price a good vineyard of 50 acres would equal \$15,000 in value.

COTTON IN CALIFORNIA.

Cotton growing is bound to become an important industry in California. It has been proven that it can be grown in Tulare and Kern Counties to greater advantage than in Texas. The planter is not retarded here by inclemency of the weather, by rain at the time of picking. The irrigation needed is very moderate. It should be raised in one or two thousand acre lots. The manufacturing consumption can soon be raised to ten thousand bales of five hundred pounds each at from 10 to 12 cents a pound.

Along the lower foothills of Napa, Sonoma, Lake, Tulare, Kern, Merced and San Diego Counties fine cotton has been recently grown which places its successful culture beyond experiment.

Last year about 600 bales or 240,000 pounds of California cotton, costing \$25,000, were used in the mills. The superintendent found it a better article on the average than Texas cotton. Professor Hilgard states that cotton has been successfully grown in this State from the Mexican border to Shasta. Cotton should be grown where it is warm, the hotter the better, so long as moisture is procurable by the roots, which grow quite deep. Several farmers of the State who have tried the experiment of cotton culture have been gratified at the result, succeeding better than in wheat. There is only one cotton mill on the coast, the California Cotton Mills of East Oakland. They

manufacture sail cloth, twine, carpets, ropes and bags. The total amount of production for the year ending July 5, 1889, was \$286,955 18. The amount paid for the raw material—cotton—during the same period was \$125,701 47; paid for jute, \$29,875 05; for coal and oil, \$16,891 51; for dyestuffs, \$3,239 42; for wages, \$71,004 02. The production for 1886 was \$123,908 25. In three years, therefore, the increase was far more than double.

There are 190 employees in the California Cotton Mills, of whom sixty-five are men, twenty boys, eighty-five women and twenty girls. The wages of the men run from \$1 65 to \$3 50 a day, women from \$1 to \$1 80, and boys and girls from 50 cents to \$1. These rates of wages are considerably higher than what is paid in other States for similar work. In the California mills the hours are sixty a week, or an average of ten a day, while in the mills in the Southern States they run from eleven to thirteen hours a day.

The mills are owned and controlled by a joint stock company with a capital of \$600,000, of which \$350,000 has been paid up.

WHEAT CULTURE.

California is one of the great wheat-growing countries of the world, although the early pioneers, oblivious of the experience of the mission fathers, deemed that much of the soil was condemned to unutterable barrenness. Such would be the natural supposition of those familiar with New England, or Atlantic, or European fields, where nature always clothes both hill and valley with an unfailing vesture of emerald, and who found California's great inland plains dry and dusty from the effects of the dry season. But better acquaintance with the country brought a deeper insight into its capabilities and after a few years the welcome thought that California was destined by nature to be one of the great

wheat-growing countries of the globe made glad the heart of the early settler. Soon after the first gold discoveries the high prices of flour caused many parties in the neighborhood of San Francisco to grow wheat, and with that and vegetables and feed the foundation of many small fortunes was laid by the cultivation of not more than ten to fifteen acres. This gave a stimulus to agriculture, especially wheat growing, so that the State not only raised enough for its own needs but even began to ship to other markets of the world. It is now one of the main sources of supply for England, while our wheat is also shipped largely to France, Belgium, South America, and occasionally to less well-known markets. The area suitable for wheat culture is close on 35,000,000 acres, while close on thirty is especially suitable for it. We might go outside of these figures and say that outside of mountain there is none which would not under proper tillage yield abundantly of this great cereal, but we confine ourselves to those locations which would naturally be sought out by the agriculturist for this purpose. The principal body of wheat lands lies in the Sacramento and San Joaquin Valleys, and consists of not less than 30,000,000 acres, twenty of which are eminently suited to the occupation of the wheat farmer.

The wheat acreage of these countries may be given as follows:

SACRAMENTO VALLEY.

Butte.....	1,130,000
Colusa.....	1,472,000
Placer.....	915,000
Sacramento.....	620,000
Shasta.....	2,410,000
Solano.....	530,000
Sutter.....	391,000
Tehama.....	2,000,000
Yolo.....	651,000
Yuba.....	395,000

Total.....10,514,000

SAN JOAQUIN VALLEY.

Fresno	5,180,000
Kern	5,184,000
Merced	1,260,000
San Joaquin	960,000
Stanislaus	876,500
Tulare	4,100,000
Total	17,560,500

The wheat area of both as here given is 28,014,000 acres. The average production in 1880 was a little over eighteen bushels to the acre. At this rate the wheat lands of the valley would raise in an equally good year not less than five hundred millions of bushels, or more than the whole of the United States does at present. But under a proper system of cultivation and irrigation they would yield much more and might be expected to rival England's twenty-five bushels per acre. This would give the valley a wheat harvest of 700,000,000 bushels and the whole of California one of not less than 875,000,000 bushels. These are figures, of course, that will probably never be approached even remotely, as we are now every year having a more and more diversified agriculture, fruit, vines and sugar beet taking the place of wheat and barley, but they serve to indicate what our great possibilities are. As a matter of fact, taking one year with another, our production averages about thirteen bushels per acre, while our acreage has increased to about three and a half millions. The acreage in 1880, when we had the banner crop, was 2,151,457 acres, or a small fraction of our wheat lands. The yield according to the season, wet or dry, and also according to the land, varies from eight to ten, fifteen, twenty, and even as much as fifty bushels per acre. On some of the islands in the San Joaquin and Sacramento Rivers in favorable years these extraordinary yields are obtained. There have been some great wheat farms in the State. Dr. Glenn at Colusa had

50,000 acres in wheat and harvested 27,000 tons off it. General Bidwell had 22,000 acres in wheat. But these large ranches are fast being subdivided and after a few years will be known no more. But wheat fields of a thousand to fifteen hundred acres are still found in portions of our great valleys.

The annual production of particular counties has varied much, Colusa with 8,000,000 bushels in 1889 being reckoned the banner county, while early in the year it was even given at 10,000,000 bushels. Stanislaus and Tulare have gone as high the one as 4,500,000 bushels, the other as high as 7,000,000 bushels, and Fresno up to 3,000,000.

The soils of the great interior plains are divided into adobe and loamy, both equally fertile when well cultivated. Summer fallowing is now well nigh becoming universal, and almost invariably secures crops with that and deep plowing and irrigation where needed. Wheat growing cannot fail to be profitable in California. The same land has for a succession of twenty-five years yielded from twenty to fifty bushels of wheat to the acre, and a competent authority estimates that when cultivated in large farms and, as is usual in California, with the use of all the more improved appliances of agriculture, that wheat growing pays at even as low a price as a cent a pound.

GOLD AND SILVER IN CALIFORNIA AND ITS NEIGHBORING STATES.

The reputation of being a gold-bearing region has attached to California ever since the Spanish conquerors first lorded it over the fair land of the Aztecs. It was fabled that griffins guarded it as in Grecian story they guarded the gardens of the Hesperides. And during the period of Spanish rule in the New World many an effort was made to wrest from the then unknown region

its hidden riches. But as far as can be learned they were all doomed to failure. The honor of first discovering the precious metal in California belongs to Stearns, and the locality Los Angeles, though Sutter's Fort is more generally credited with the glory. But nothing came of the Los Angeles find, while that at Sacramento has been heard of round the world. James W. Marshall, a mill-builder, employed by Captain Sutter, on the 19th of January, 1848, found gold in the mill-race. He and the other mill-builders worked quietly for a month, discovering several pieces, one as heavy as a ten-dollar gold piece. Bennett, one of the parties, toward the close of February, took half an ounce to San Francisco to test it, when Humphreys, a Georgia miner, unhesitatingly declared it to be gold. Kemble, editor of the *San Francisco Star*, left for the locality towards the close of March, but soon came back, declaring that there was no gold there. The same day gold, to the extent of half a pound, was sold in San Francisco to merchants at eight dollars per ounce. To be sure, this was not much, and the price small, but it was an earnest of good things to come, and the people began to flock to Sutter's Fort. But it took three months to do this. Then the precious dust began to flow in, and in such quantity that it sold as low as four dollars per ounce, while provisions grew to be enormously high. The budding city was deserted, and first the *California* and then the *Star* suspended. Nothing was heard but the cry of Gold! Gold! A cry which soon found an echo all over the world. In the two succeeding months a quarter of a million dollars' worth of dust came to the Golden City, which had already begun to assume an air of importance. This soon became the normal monthly product of the mines received at San Francisco, and in September a cargo of gold dust and lumber arrived at

Honolulu. Two million dollars were shipped by sea in 1848, to say nothing of the quantity remaining in the country or carried off by land. Gold dust then, and for long after, was the general medium of exchange. From June of 1848 right on, people began to flock in from all quarters, and in September there were 6000 people at and near Sutter's Fort. On the 20th of that month the news had traveled East, and amidst general ridicule the *Baltimore Sun* announced the fact. From that on California became the cynosure of all eyes—the gaze of the world was riveted on it as the news crossed the Atlantic to Europe early in October. Meanwhile at the mines the value of gold dust had risen to twelve dollars an ounce and it was soon advanced to sixteen dollars, though the rapid increase in price of everything salable deprived the miner of much of the advantage of the increased value of his product. Before the close of January, 1849, ninety vessels, carrying eight thousand men, had sailed for California, and seventy more vessels were laid on, while a great multitude of people had started on the arduous overland route. The magic word California had been heard in every land, and in certain sections of the Atlantic States, particularly, almost every family had a representative in the adventurous throng that sought the shining portals of the far-off land.

In 1849 the population had trebled. In San Francisco it had increased to 15,000 in despite of the constant depletion by the gold fever. The adventurous crowds even spread beyond the neighborhood of Sutter's Fort, and the valleys of the Sacramento and the San Joaquin and their tributaries were soon crowded by adventurous gold-seekers. From Mariposa to Trinity new and valuable placers were discovered, throwing the old ones far into the shade. So great was the gold fever that San Francisco harbor counted four hun-

dred vessels deserted by their crews. During this year 35,000 people for the mines arrived by sea and 40,000 by land. As a sign that the news had spread all over the world it may be stated that 24,000 were natives of foreign climes. From \$400,000 a month in 1848 the yield of the mines rose to one million and a half dollars in 1849. The next year, 1850, saw the yield more than doubled. By sea \$27,600,000 in gold was shipped, but as this was undervalued, the true value was doubtless much more. A host of 56,000 arrived came with intent to try the mines. These arrived by swift-sailing clippers, making the voyage in three months, and charging as high as \$50 a ton for freight. They were gold mines in themselves. They brought 27,000 immigrants in 1851, during which year \$34,000,000 in gold dust was shipped by sea.

The golden harvest still continued to be reaped and the stream of immigrants, in search of the golden fleece, to flow into the land. Sixty-seven thousand came in 1851, while \$46,000,000 in California gold dust went East to enrich the merchants, the manufacturers and farmers, who supplied the toilers in the golden land.

The next year the tide began to ebb and large numbers returned, either rich or disappointed—the immigration exceeding the emigration by not over 3,000. But the mines still continued to yield their treasures, and the returns of the Custom-house showed that \$55,000,000 had been exported by sea. In 1854 there was a check to the exports, which dropped off to \$51,000,000, and a serious panic occurred in San Francisco. The year following the export was only \$47,000,000. But that year 200 business houses failed for an aggregate of \$8,000,000. Those were the days that tried men's souls. Page, Bacon & Company's bank, which had bought \$20,000,000 worth of gold dust in

1854, and the Adams Express Company closed their doors. It was thought that the golden promises of the earlier days were to be realized in the placers of Kern River, in Southern San Joaquin Valley, but the sanguine were doomed to disappointment. The next two years were ones of comparative quiet, but in 1858 the gold fever broke out in the form it had assumed in 1849. During the greater part of 1858 San Francisco was as it had been ten years before. Its streets were filled with excited multitudes seeking the new El Dorado. From April till September of that year the public mind was aflame. During this time the number that went to the Frazer was 23,428, or 6 per cent. of the total population. There were five times as many ready to go, when there came a revulsion of feeling and the drain ceased. The mining regions felt the movement worst, as some of the towns lost fifty per cent. of their inhabitants, and for a while it was dreaded that the State would be depopulated. Real estate went down one-half to three-fourths. Frazer River proved a disappointment, and the vast majority soon came back, when matters returned to their normal channel.

Since that time the romance of mining in California has almost ceased, and the pursuit of gold has been followed as a steady occupation, much the same as that of agriculture and manufactures. Still the prospector is abroad, and though there is no longer the romance of old, the same steady perseverance in the midst of hunger and cold, from day to day and year to year, is exhibited.

From 1858, with few exceptions, the yield of gold has steadily declined. By 1864 it had dropped to \$35,000,000, in 1866 it was only \$26,000,000, while in 1868 it had dropped to the level of the second year of its existence. From that till 1880 it came down by degrees till it reached \$20,000,000 and now does not exceed

\$12,000,000 — a fraction of what it was in the fifties. It would have averaged about \$16,000,000 for the past few years but for the agitation against hydraulic mining and the way that it is at present carried on.

From California the prospectors poured rapidly over the other sections of the Pacific Coast. They soon found their way to Oregon, and placer deposits in Jackson and Josephine Counties have been worked since 1851, and have yielded upwards of \$25,000,000. Grant County has given to the world about \$12,000,000 in gold. From 1866 to 1870 Oregon and Washington Territory together yielded each year an average of about \$3,000,000 worth of the precious metal; in 1868 it rose to \$4,000,000. Since then it has been gradually declining, but still sends forth \$1,000,000 a year. From Oregon the gold hunters soon found their way to Idaho, and a year after Oregon had entered the list of gold-bearing lands, Idaho was added. The first discovery was made on the Pend d'Oreille River in 1852, but there was little done till 1869, when the Clear Water River became the seat of valuable placer mines. Since then the Territory has yielded richly, the production reaching \$7,000,000 in 1868. Until 1873 the mines kept up very well.

For the past ten years the yield has varied from \$1,500,000 to \$3,500,000 per year, improving during the past two years. It has no doubt great undeveloped auriferous treasures still. The great Territory of Montana, whence spring the mighty streams of the Missouri and Yellowstone, was early added to the gold-bearing regions of the country. The first diggings at Alder Gulch, Deer Lodge Valley and Confederate Gulch were amongst the richest in America. They were worked out, or nearly so, in a remarkably short space of time. From 1864 to 1870 the Territory yielded largely—from \$13,000,000 to \$14,000,000 a year. Since then it

has dwindled, going as low as \$3,000,000 in 1869. From that on there has been a gradual improvement, and in 1883 the mountain land gave to the world over \$8,000,000 in the precious metal.

Nevada is more famed as a silver State than as a gold mining region, nevertheless it has produced gold in large quantity—from one-fourth to one-half of the product of various mines on the Comstock. In the Humboldt and Walker River regions a good deal of gold has been found. In 1876 the gold yield of Nevada was \$18,000,000—other years from \$3,000,000 to \$10,000,000.

While the gold-mining excitement was still at its height, in 1857, a band of Cherokee Indians tried, unsuccessfully, to explore Colorado. Next year, however, a company of white men from Georgia and one from Kansas discovered gold near Pike's Peak. In 1859 it was discovered near the sources of Clear Creek. This was succeeded by a rush of gold-hunters from the South, and in 1860 the Territory had 35,000 people. Gold mining in Colorado was not what it had been in California—it required skilled labor to extract it from the ores in which it was found. This checked the ardor of the gold-hunters, and it was some years ere the output of the Territory reached any considerable figure. The product has principally been silver—gold taking second place. In 1887 it was \$5,500,000.

Utah has been celebrated for her mineral treasures from a very early date, but it is to the restless Gentiles that the development of that Territory has been principally due. In precious metals its production is mainly represented by silver. But for every \$13 in silver, it gives to the world about \$1 in gold. In 1883 its gold yield was valued at \$500,000. In some years it has been about \$1,000,000. It has added altogether about \$14,000,000 to the gold product of America.

New Mexico has been famed for

gold as far as three centuries back. This is one of the regions where it was supposed were to be found the seven cities of Cibola, the center of the greatest auriferous region on earth. We have few accounts of what was done till after the American occupation. In 1870 the gold produced was about \$343,250, and in 1874, \$500,000. Since then there has been a slow increase in the production of the precious metals. More attention has been given to silver mining of late, and the average gold yield has not exceeded that of 1870, or about \$6,500,000 during the past fourteen years.

Though the mines of Arizona have been worked for over a century, there was very little done prior to the American occupation. Since then, and especially during the past few years, the mineral riches of the Territory have been rapidly developed. Its production of gold has been generally about one-fifth that of silver—in 1883 being \$1,300,000. Since 1877 it has added about \$11,000,000 to the stock of the world's gold.

The restless spirit of adventure so characteristic of our prospectors, carried them, a few years ago, into the Blackhills of Dakota. The first year the production was \$2,500,000. From that it went up to \$3,800,000 in 1882. In 1883 the production was \$2,800,000. The total product of the Territory has been \$41,000,000.

Since 1848 the Pacific Coast States of the Union have given to the world over \$2,000,000,000 worth of gold, of which California has contributed not less than \$1,393,100,000. This has revolutionized the commerce and industry of the earth, made the pulses of trade beat quicker, has spread networks of railroads over every land, has helped to build up the great cities of the earth, and has, as it were, created a new world. Without this the North could not have carried on the War of Secession to a triumphant conclusion, and could not have advanced in material wealth

as it has, while the commerce of England, France and Germany would have been twenty years behind what it is to-day. If this gigantic sum were withdrawn at once from the circulation of the world, the value of every commodity would at once fall fifty per cent., and universal bankruptcy and stagnation would prevail. A great part of the world's fleets would rot at the wharves, while the plough would rust in the furrow, the loom would lie idle, and grass would grow in the streets of many a city.

California still supplies one-half the gold produced in the United States, which does not vary much from \$34,000,000 a year. There has been a steady decrease from the decade of 1850-'60, when it was double the amount, and when the Golden State supplied almost the whole of it. The following table gives the yield of California, year by year, as nearly as can be ascertained:

1848	\$5,000,000
1849	22,000,000
1850	59,000,000
1851	60,000,000
1852	59,000,000
1853	68,000,000
1854	64,000,000
1855	58,000,000
1856	63,000,000
1857	61,000,000
1858	59,000,000
1859	59,000,000
1860	52,000,000
1861	50,000,000
1862	51,500,000
1863	50,000,000
1864	35,000,000
1865	35,000,000
1866	26,000,000
1867	25,000,000
1868	22,000,000
1869	21,000,000
1870	25,800,000
1871	25,850,000
1872	21,450,000
1873	20,000,000

Am't carried over. . \$1,097,600,000

Am't forward	\$1,097,600,000
1874.....	25,000,000
1875.....	25,000,000
1876.....	22,000,000
1877.....	19,500,000
1878.....	17,700,000
1879.....	17,600,000
1880.....	17,700,000
1881.....	17,000,000
1882.....	16,500,000
1883.....	15,000,000
1884.....	15,000,000
1885.....	14,000,000
1886.....	14,500,000
1887.....	15,000,000
1888.....	17,000,000
1889.....	15,000,000
1890.....	12,000,000

Grand total.....\$1,393,100,000

Some of the mines of California have been almost fabulously rich.

The Eureka Mine, at Grass Valley, in nine years yielded \$4,272,148, of which a little over \$2,000,000 was paid in dividends. The Idaho Mine, in the same district, has paid \$1,284,950. It 1873 the product was valued at nearly \$1,000,000. The average number of tons of quartz crushed in California, for a great many years, exceeded 500,000 tons a year, the value of which ranged from \$50 to \$250 a ton. It has now gone up over 2,000,000 tons and averages \$5 per ton. The celebrated Eureka, above noted, has averaged a little over \$80 a ton. Hydraulic mining has long been one of the notable features of California, although it is doubtful whether the decisions of the courts will not altogether stop it, or very much change its nature. It has been followed for about thirty-one years and it is indicative of the energy and vim of the early California pioneers. Thousands of miles of ditches have been built through the mountains to convey the water necessary. By it gravel deposits, even when found in high hills, are washed away. The water is directed through a pipe at a pressure of as much, sometimes, as 500 feet. It is directed

sometimes with a velocity of 160 feet per second. With this, equal in itself to a small Niagara, the base of the hills is washed away, while the summit topples over like a building undermined. Great rocks of hundreds of pounds' weight are tossed about like straws in the current. Sometimes it is necessary to use gunpowder, and as much as 2,000 pounds has been fired at a single blast. Gold mining in California is by no means a thing of the past. The deposits are mostly those made by mighty rivers in past periods of geologic time. In their beds, far beneath the surface of the earth, the accumulated riches of ages lie. Those who are well acquainted with those deposits say that the blue lead alone can yield \$20,000,000 a year for one hundred years. And the noted blue lead is only one out of many of those old world river beds where the legacy of long ages, of myriads of years, has been hidden to be uncovered in the light of the nineteenth century—the century of marvels! Drift mining is bound to assume more prominence, as hydraulic mining is rendered more difficult under the laws of the State for the impounding of debris. It is of most importance now in Placer, Nevada and Sierra Counties. It was pursued to a considerable extent early in the history of the State, and for the past ten years has been resumed with very satisfactory results. In most of the mining counties of the State, progress is the watch-word of to-day. Rich ledges of six feet in thickness, and yielding from \$40 to \$80 per ton, as is the case in Siskiyou, are being opened up every day. Old Gold Bluff, after being idle fully twenty years, has yielded \$15 to \$20 per ton at a depth of 1,000 feet.

Drift mining has done a good deal to replace the millions added to the annual production of the State under the old system. Very profitable operations are being conducted at Forest Hill Divide, Placer County. The

same is true of other localities. Drift mining will, in future years, add scores of millions to the wealth of the State and of the world. Despite the fact that hydraulicking has been practically stopped for many years, the owners of the rich claims have not lost heart, but are trying, on the proposition to impound the debris, to be allowed to resume operations again. If this could be done so as not to inflict injury on the farmers of the valley or to shoal the bay, there is no doubt that it would be a grand thing for the State, for its gravel deposits can yield in the future hundreds of millions of dollars. It looks as if they would be successful. Millions are now invested in it and lying idle which can be rendered eminently productive, and not only be a benefit to California, but to the Union, and we may add humanity. The average annual yield of gold under the system was, according to conservative authorities, \$5,000,000 per annum. But the friends of hydraulic mining now claim that it can be made to yield fully \$20,000,000 per annum. Take a goodly slice off of this and there is still a large margin left. The United States Commission will aid largely in the practical solution of the question. The system is still carried on in the northwest of the State, on the rivers emptying into the Pacific.

The interest displayed in river-bed mining is on the increase year by year, and it promises to add materially to the future out-put of the State. It is now being prosecuted with very fair success. More attention is now being called to the tailings from hundreds of mines, and it is believed that in a great number of cases they can be profitably worked. There are millions of cubic yards from which treasures can be obtained in the future. The Chinese, years ago, pointed out the way to success in this matter.

The following is the yield of lead-mine of Grass Valley to 1889 :

Eureka, over.....	\$7,000,000
Idaho	7,000,000
Empire	7,000,000
Allison Ranch.....	4,700,000
Rocky Bar.....	4,500,000
Gold Hill.....	4,000,000
North Star.....	3,000,000
New York Hill.....	3,000,000
Scadden's Flat.....	2,000,000
New Rocky Bar.....	2,000,000

Besides these there are many other mines which have yielded over \$1,-000,000 each.

The census of 1880 gave the yield in detail of the different States and Territories, from which we take the following excerpt:

GOLD.				
DEEP MINES.		PLACER MINES.		
OZ.	VALUE.	OZ.	VALUE.	
Arizona.....	8,892.6	\$181,966	1,451.2	\$29,999
California.....	414,571.7	8,569,959	415,105.0	8,580,982
Colorado.....	125,685.7	2,599,153	4,921.9	101,745
Dakota.....	157,459.8	3,254,984	2,460.3	50,859
Idaho.....	29,025.4	600,000	42,552.8	879,644
Montana.....	31,098.4	642,861	56,255.6	1,162,906
Nevada.....	234,050.0	4,839,243	2,418.7	49,999
N. Mexico.....	2,387.5	49,354	2,387.5	49,354
Oregon.....	8,289.8	171,365	44,811.5	926,330
Utah.....	13,138.0	271,578	967.5	20,000
Wash Ter.....	812.7	16,800	6,756.6	119,000
The following is the total number				
of ounces and value:				
Arizona.....	10,253.8			\$211,965
California.....	929,676.7			17,150,941
Colorado.....	130,697.6			2,699,808
Dakota.....	139,999.1			3,309,943
Idaho.....	139,678.2			1,476,653
Montana.....	87,354.0			1,805,677
Nevada.....	236,468.7			4,888,292
New Mexico.....	2,387.5			49,354
Oregon.....	63,101.71			1,097,701
Utah.....	14,105.5			291,587
Washington Territory.....	6,559.3			135,800

The following is the total number of ounces and value:

Arizona.....	10,263.8	\$211,965
California.....	929,676.7	17,150,941
Colorado.....	130,607.6	2,699,898
Dakota.....	159,970.1	3,305,843
Idaho.....	71,878.2	1,476,653
Montana.....	87,384.0	1,805,767
Nevada.....	236,468.7	4,888,292
New Mexico.....	2,387.5	49,354
Oregon.....	63,101.3	1,097,701
Utah.....	14,105.5	291,587
Washington Territory.....	6,569.3	133,800

Deep mines, 1,025,391.6 ounces; value, \$21,195,281.

Placer mines, 576,701.1 ounces; value, \$11,921,470.

Total—1,602,022.7 ounces; value, \$33,116,751.

The figures here given for Nevada and one or two Territories are estimated, hence the total is probably below the true figures, but not much. From this it appears that the strongholds of placer mining are found in California, Idaho, Montana, Oregon and Washington. California still raises a large part of the yield by the olden system, improved by the experience of forty-two years.

Alaska is fast becoming one of the

most important mining regions of America, and her yield now exceeds \$1,000,000 a year. It will probably keep on increasing indefinitely. Some of our leading mining men have vast interests there.

SILVER.

Gold was the lode-star that allured the companions-in-arms of Cortez. Gold it was which drew the pioneers to California, over desert, plain and heavy-climbing mountains, and over thousands of leagues of ocean. Yet silver, in the new world, has held a prominent place ever since the Spaniard set foot upon it. Mexico, in 300 years, has yielded over \$2,000,000,000 in silver, and it is not, therefore, marvelled that some amongst the earliest pioneers should single out that glittering metal that is so often the fount of inspiration in poesy and song. But their labors were not crowned with any success till 1858, when the mines of Washoe began to give indications of riches in silver and gold combined, greater than the wildest imagination of man had ever dreamed of. That discovery was a matter of the merest accident. In the placer mines of the Gold and Six Mile Canyons, the rockers became clogged with a black deposit, which was thrown away. One of the miners, however—James Fenimore—examined it and worked the croppings whence it was derived, obtaining a good deal of free gold therefrom. He took up a claim covering the location of the Mexican and Ophir Mines. In the Spring of the next year it was found that the croppings extended far below the surface, and the indications of richness attracted the attention of those who knew something of silver mining. About two years previously the Grosch brothers had discovered the metal at the site of Silver City. Comstock, one of Fenimore's chums, purchased his interest for a bob-tailed Indian pony and a bottle of whisky. He himself sold out soon after for

\$6,000, but gave his name forever to the famous lode. A year after, the property sold for over \$1,000,000. There was very little known of the celebrated lode till 1860, when the production of silver was about \$70,000—about one-third as much more being gold. Then miners began to flock into the new El Dorado, and the next year witnessed \$1,750,000 in silver raised from the soil of Nevada. In 1862 the lode yielded about \$6,250,000 in silver and gold—three-fourths being the former metal. Then it became a world's wonder, and Washoe was in every one's mouth. Adventurers flocked in from every country on the earth, and people began to dream that the fabled wealth of the Mexican mines might be yet surpassed amongst the barren Mountains of Nevada—and it was surpassed. In 1863 Washoe gave \$9,250,000 in silver and \$3,250,000 in gold. Companies by the score were formed to work the mines, a Mining Exchange was organized, and the stock speculation that has burned so fiercely ever since was given birth to. The shares in the mines reached values almost fabulous. Gould and Curry, named after two Irishmen, the discoverers, sold in June, 1863, at \$6,300 a share; Savage at \$4,000; Ophir at \$2,700; Hale and Norcross at \$2,700; and Chollar at \$1,000. Of these the Gould and Curry was the principal one, and after a few months that began to give out. Stocks went down as fast as they advanced, and in San Francisco thousands of people became beggars. Still there was a great stimulus given to the growth of the city, and the increase of wealth and the losses of the unfortunate were soon forgotten.

The yield of the Nevada mines still continued to increase, till 1864 saw \$12,500,000 in silver and about \$3,000,000 in gold produced, while the next two years showed no diminution in the yield of veiny silver and of golden ore. In 1867 there was another wonderful bonanza revealed

at Gold Hill, and the Ophir mine did not belie its name. Nevada that year yielded \$15,000,000 in silver and \$5,000,000 in gold, while the dividends paid in San Francisco reached \$3,800,000. This was a phenomenal year, and in 1868 and 1869 fell off \$4,000,000 in the value of gold and silver extracted. At this time White Pine was discovered, and showed ore that yielded the unparalleled product of \$10,000 a ton in silver. The ore was three times as rich as that of Washoe, and a great rush took place thither. In 1870 White Pine made the world richer by \$4,000,000 in silver, while the State at large, though the Comstock had declined in richness and glory, reckoned her yield of the precious metals as worth \$16,000,000. The excitement about White Pine lasted one brief year, and then it and the mines and the towns that they gave rise to collapse as suddenly as they had risen.

Nevada was not yet stripped of its silver, and in 1871 there were three great mines opened—the Belcher and the Crown Point on the Comstock, and the Raymond and Ely mine at Pioche. The stock excitement took a new lease of life, and the value of the stocks listed on the Stock Board advanced from \$17,000,000 in January of that year to \$81,000,000 in May. This sudden accession of wealth gave a great impetus to the advance of San Francisco for a while. But in less than a month the stocks shrank \$60,000,000 in value, and the scenes of nine years previous were repeated. But the mines yielded richly. The Pioche district contributed \$8,000,000 to the general wealth, and Nevada, on the whole, was richer by \$17,500,000 in silver and \$5,000,000 in gold. The stock sales in San Francisco reached \$200,000,000.

Crown Point and Belcher gave forth mineral yields—the two mines producing the almost fabulous sum of \$40,000,000 in three years and a half,

the whole State reckoning its production at \$36,000,000 in 1873, and nearly as much in 1874. The latter year was famed by the discovery of the greatest bonanza yet known, and so far as anyone can tell, the last in the world-renowned district of Washoe. Consolidated Virginia opened its magnificent treasure to the gaze of the multitudes throughout three continents. Before the end of the year experts pronounced that the ore in sight was worth the immense sum of \$15,000,000,000, and the market value of the mine rose at the rate of \$1,000,000 a day. The California Mine was a part of the Con. Virginia, and the two were valued at \$150,000,000. For two years these two wonderful mines continued to pour forth their treasures, as it were, in a flood—the Con. Virginia paying \$1,000,000 a month in dividends. The total production of the mines up to November, 1888, amount to \$121,192,487.94.

Nevada, which in 1874 had yielded \$35,000,000 in the precious metals, advanced to \$45,000,000 in 1875, and to \$53,000,000 in 1876. This was the highest—1877 yielded \$1,000,000 less, or \$52,000,000—from this the yield rapidly falling in 1879 to \$16,000,000, in 1880 to \$11,500,000 in 1881 to \$9,000,000, in 1882-3 to \$7,000,000. The yield since has been: 1885, \$8,500,000; 1886, \$9,500,000; 1887, \$11,000,000.

Nevada was originally a part of Utah, and the discoveries in the former State were followed by explorations in the latter Territory. It was not, however, till later than the production of silver amounted to a great deal. In 1870 we find the production of silver and gold together, \$1,300,000. The next year \$1,000,000 was added to it, of which not over \$250,000 was gold. The tide of treasure seekers now began to set this way, and 1872 witnessed a three-fold increase in the quantity in the previous year given to the world. Next year the production was \$9,000,000,

and the two following years \$10,000,-000, nearly all silver. This was the flood of the tide, the year 1875 showing a falling off of about one-half.

In our reference to gold we have related the discovery of the precious metals in Colorado. Gold was first looked for, but silver is the principal product, and Colorado has now earned the distinction of being called the Silver State. And for a long time gold formed a very large proportion of the precious metals yielded. In 1878 the silver yield was \$5,400,000. It doubled in 1879. In 1880 it had reached \$15,000,000, while in 1881 and 1882, respectively, it had reached \$18,000,000. It was about the same in 1883, and seems to have arrived at a stand-still.

Arizona is another silver State, and in the future may prove to be the richest of all. Its mineral wealth has been known for more than 100 years. But it is only since the cession to the United States that any serious attempt has been made to develop it. And, indeed, while it was overrun by the wild Apaches, who had desolated the Mexican settlements for centuries, nothing could be done. It is only within a few years since the red man has been cowed; it will not, therefore, surprise any one to learn that it has not cut much of a figure in the galaxy of the treasure-producing Territories of the United States, save since the seventies. In 1887 the total yield was estimated [as being worth \$2,000,000, principally silver. This increased to \$4,500,000, or thereabouts, in 1878 and 1879, to \$7,500,000 in 1880, and to \$10,000,000 in 1881. In 1882 there was a falling off to \$9,000,000, while in 1883 the product was \$8,400,-000, of which over \$7,000,000 represented silver. This has dropped to \$3,000,000.

This metal also forms the largest part of the treasure from New Mexico, which is gradually taking a prominent place in the ranks of gold and silver producing lands. The

value of these metals has risen from \$500,000 in 1877 to \$2,350,000 in 1883, \$2,000,000 being silver.

Though last, not least, California, which shines resplendent as the Golden State, lays claim to the title of a silver producer also. There have long been found silver ores on the Western spurs of the Sierra Nevada, and when the gold fever had somewhat abated, attention was paid to them. From year to year the yield of the silver lodes increased, culminating in 1877, when it reached \$3,000,-000. It has varied all the way from \$1,000,000 to \$1,500,000 a year--in 1883 being estimated at the latter figure.

The silver production of the United States, as given by the census of 1880, was defective, inasmuch as Arizona was estimated; the estimate falling short of the true product.

The figures of the report are as follows:

	Deep Mines, oz.	Placer Mines, oz.	Total Oz.	Value.
Alaska.....		39.4	39.4	\$51
Arizona.....	1,798,722	198.8	1,798,920.8	\$2,325,825
California....	837,854	52,804.2	890,158.2	1,160,887
Colorado.....	12,799,067	1,053.8	12,800,110.8	19,549,274
Dakota.....	54,577	193.0	54,770.1	70,813
Idaho.....	347,676	11,633.1	359,309.1	464,560
Montana.....	2,240,597	6,341.4	2,246,938.4	2,905,068
Nevada.....	9,614,230	331.3	9,614,561.3	12,430,667
N. Mexico....	303,455		303,455.0	392,337
Oregon.....	15,165	6,331.2	21,496.2	27,793
Utah.....	3,668,432	132.5	3,668,565.5	4,743,087
Washington..		788.6	788.6	1,019

We have left out the States east of the Rocky Mountains, which, however, amount to but little. The total number of ounces mined, according to the report was 33,797,474.3, worth \$41,110,957. It was in reality, considerably larger, as the estimates for Arizona were only a fraction of the total yield of that Territory.

The yield of silver throughout the world is considerably larger than that of gold, and fears are expressed of the steady depreciation of the less valuable metal. This, however, is probably altogether groundless. The variation in the value of silver as compared with gold has run all the way from say \$1 to \$10 to \$16, and within these limits it will probably ever remain. The increasing use of

silver in coinage and the progress of the policy of bi-metallism, will probably stay the downward course of values, while California and the Pacific States are not yet exhausted of their gold.

POPULATION.

California, for a greater part of a century after its first settlement by white people, grew very slowly; so much so that after the two years' immigration, ending in 1850, the total population, including those of Spanish and Mexican descent, did not exceed 92,957. Since that time it has grown as follows:

1850.....	92,957
1860.....	379,994
1870.....	560,247
1880.....	864,694
1889 (est).....	1,398,300

The greatest increase was, therefore, from 1850 to 1860, when people poured into the land of gold from all sides, by land and sea, in a perfect torrent. During the next decade the increase was about 22 per cent and during that from 1870 to 1880 $54\frac{1}{2}$ per cent nearly. During this period, that of railroads, it might have been expected to have shown a still further proportionate development, but the glamor of gold mining had passed away, its charm no longer held the people of two continents spell bound, and ordinary agricultural pursuits in a climate and a soil but little understood, failed to prove attractive to the adventurous thousands. From 1880 to date, however, the growth of many important industries has given rise to a new era in the State, and people began to learn that in California we have the climate of France, Italy and Spain, with a fertile soil, and that the grape, the olive and the orange and all fruits of sub-tropical climates flourish luxuriantly. Industries have also slowly developed here, the tide of immigration at various intervals during the past nine years has set strongly this way, and, in consequence, there has been an increase of 61 per cent. nearly.

The following is the present population of the State, as nearly as can be estimated from a school census, voting at last election and other data:

Alameda.....	95,000
Alpine.....	500
Amador.....	14,000
Butte.....	25,000
Calaveras.....	11,500
Colusa.....	18,000
Contra Costa.....	15,500
Del Norte.....	3,500
El Dorado.....	12,000
Fresno.....	26,000
Humboldt.....	26,000
Inyo.....	3,500
Kern.....	14,000
Lake.....	8,500
Lassen.....	4,800
Los Angeles.....	130,000
Marin.....	11,500
Mariposa.....	6,000
Mendocino.....	18,000
Merced.....	9,000
Modoc.....	6,000
Mono.....	3,000
Monterey.....	20,000
Napa.....	18,000
Nevada.....	22,000
Placer.....	13,500
Plumas.....	6,500
Sacramento.....	50,000
San Benito.....	9,000
San Bernardino.....	30,000
San Diego.....	37,000
San Francisco.....	350,000
San Joaquin.....	33,000
San Luis Obispo.....	20,000
San Mateo.....	12,000
Santa Barbara.....	21,000
Santa Clara.....	52,000
Santa Cruz.....	22,000
Shasta.....	15,000
Sierra.....	8,000
Siskiyou.....	12,000
Solano.....	25,000
Sonoma.....	42,000
Stanislaus.....	12,000
Sutter.....	7,500
Tehama.....	14,500
Trinity.....	5,000

Am't carried over.....1,318,300

Am't forward.....	1,318,300
Tulare.....	27,000
Tuolumne.....	11,000
Ventura.....	11,500
Yolo.....	17,500
Yuba.....	13,000

Total.....1,398,300

San Francisco has an estimated population of say 330,000. Its trade last year reached, including foreign and domestic imports and exports, manufactures, etc., not less than two hundred and fifty million dollars. The resources of the banks, January 1, were about \$176,550,081, those of the State \$279,467,163. The bank dividends last year in San Francisco were over five million dollars. The total dividends of all local incorporations and mines paid in San Francisco were about fourteen million dollars. There are several rapidly growing towns and cities outside of the metropolis. Los Angeles claims 80,000, Oakland 50,000, Sacramento 40,000, San Jose and Stockton each about 18,000, San Diego 25,000, Eureka, Santa Rosa and Santa Barbara 7,000 each, with half a dozen others each about 5,000.

And last, though not least, our railroads have a length of 3,100 miles. The length of those under construction or projected is, say, 1,000 miles.

From the synopsis here given it would appear as if California was uncontestedly the most flourishing State in the Union—the one with most natural resources, and the one whose future offers indications of the most abundant prosperity.

The growth of the population of the State has not been uniform. In the early days the mining counties were full of an industrious and enterprising people, while the towns and cities adjacent were populous and wealthy. But with the altered circumstances a change has come over the scene, and though some of the mining counties have held their own, this may be regarded as the exception, save where the search for

gold has been followed by fruit-growing or agriculture. The great increase has taken place around San Francisco Bay—in Southern California, and in the San Joaquin Valley. The attractions of climate and citrus fruit-growing have about quadrupled the population of the southern portion of the State in eight years. Los Angeles and San Diego especially have taken the lead. The southern tier of valley counties, though not showing the same advance, have added one hundred thousand to their population in eight years. The southern coast counties have also participated in the development of the rest of the State, and with increased railroad facilities will, on account of their fine climate and magnificent resources, not fall behind any in the race of progress. The central and northern portions of California have not participated equally with the rest in general improvement, but in proportion as they become better known, will equal if not surpass their sister counties in the vigor and permanency of their development.

THE CENSUS ESTIMATE.

We elsewhere give estimate of the population of the State, based on the voting population and the number of school children. The following table gives the census, and while we claim for our figures merely approximate correctness, we believe that they come nearer to the truth than those of a defective census.

COUNTY.	1890.	1809.	In. CREASE.
Alameda...	93,516	62,976	3,540
Alpine.....	667	539	128
Amador....	10,315	11,380	*1,069
Butte.....	17,904	18,721	*817
Colusa.....	14,614	13,118	1,496
Calaveras..	8,871	9,094	*223
ContraCosta	13,503	12,525	978
Del Norte..	2,570	2,584	*14
El Dorado..	9,206	10,683	*1,477
Humboldt..	23,424	15,512	7,912
Inyo.....	3,541	2,928	616

BUILDERS OF A GREAT CITY.

COUNTY.	1890.	1880.	IN- CREASE.	COUNTY.	1890.	1880.	IN- CREASE.
Lake.....	7,103	6,596	507	San Mateo..	10,054	8,669	1,385
Los Angeles	101,410	33,381	68,029	Siskiyou....	12,113	8,610	3,503
Lassen.....	4,144	3,340	804	Santa Clara.	47,894	35,038	12,856
Mendocino .	17,573	12,800	4,773	Solano.....	20,485	18,475	2,010
Modoc.....	4,936	4,399	537	Sonoma.....	32,661	25,926	6,735
Marin.....	12,643	11,324	1,319	Sutter.....	5,465	5,159	306
Nevada.....	17,375	20,823	*3,448	Tehama.....	9,878	9,301	577
Napa.....	16,304	13,235	3,069	Trinity.....	3,685	4,999	*1,314
Orange.....	13,564	Tuolumne..	6,028	7,848	*1,820
Plumas.....	4,848	6,180	*1,332	Ventura....	10,066	5,073	4,993
Placer.....	15,089	14,232	857	Yolo.....	12,684	11,772	912
S. Francisco	297,990	233,050	64,031	Yuba.....	9,556	11,284	*1,728
Shasta.....	12,109	9,492	2,617	*Decrease.			
S. Bern'd'o.	25,486	7,786	17,700	The total of the State as given by			
San Diego..	34,878	8,618	26,260	the census authorities was 1,204,002.			
Sierra.....	5,047	6,623	*1,576	Now, however, a recount gives 1,208,-			
S. Barbara.	15,730	9,513	6,217	130.			
Sacramento.	28,576	24,349	4,227				



SAN FRANCISCO.

SAN FRANCISCO, or as it is sometimes called, the Golden City, is not only the metropolis of California but also of the whole Pacific Coast, and will in time occupy the same position with regard to the western half of the continent, leaving to New York the empire of the east. Its location on the map is 37 deg. 47 min. 22 sec. north latitude, and 122 deg. 25 min. 40 sec. west longitude, and as far as climate is concerned occupies one of the finest positions on the globe. Like many other seats of commerce and empire it may be called a seven hilled city. It has one of the best harbors in the world. The Golden Gate—as such well named—forms a magnificent approach to this fair city, as it is about five miles long by one wide, with a picturesque, if rugged, coast on either hand. The bay, one of the finest in the world, extends forty miles south of the city, and with its sinuosities reaches twenty-five miles to the northward, affording a wealth of beautiful and picturesque scenery on either hand—some of it, especially around San Pablo Bay, reminding one of mingled lake and mountain scenery, as here the hills appear from a distance to come to the water's edge. The muddy currents of the Sacramento and San Joaquin, however, at times mar the general effect which, nevertheless, is always striking and often grand. The average width of the bay is about eight miles, while its shore line is over three hundred miles in length. The depth of water varies from sixty to one hundred feet. It contains three islands; Angel Is-

land, Alcatraz and Goat Island, each a government reservation. Goat Island, opposite the business part of the city, is about half a mile square. Angel Island, which is hilly, contains about eight hundred acres. Alcatraz, which has a fort of the same name commanding the Golden Gate, has an area of about thirty acres. Many of the most important communities in California, such as San Francisco, San Jose, Oakland, Alameda, Petaluma, Vallejo and others, are on or near its shores. It has been compared for beauty with the far famed Bay of Naples. Thus for a noble situation, San Francisco is unequalled, and with lake-like bay and ocean, the Mission Mountains within its borders and the many high hills on which the residence portion of the city is built, has unsurpassed panoramic features. The numerous cable roads afford an endless variety of views, all picturesque, some grand and imposing in the extreme. Sunrise over the distant hills of Contra Costa, and sunset on the western sea, have a thousand charms, while the witchery of moonlight on the bay and the distant ocean, and the shimmering pathway of the beautiful orb of night can nowhere be observed to greater advantage than on our own widely extending waters. Pleasant and picturesque suburbs are within easy hail—the most distant of them being accessible by rail and steam in thirty-seven minutes. Such are Oakland, Alameda, Berkeley, Sausalito, San Rafael, Fruit Vale, Menlo Park, Belmont, San Mateo, and Redwood City.

The average temperature is usually delightful, no great extremes of heat

or cold. It is much more highly favored than almost any other portion of the State. Summer heats do not enervate, and there is no such thing as excessive winter cold. Snow has made its appearance in our streets but twice in a score of years. The temperature until Christmas is generally most delightful. After that it becomes bracing, but it would be regarded as pleasant in the East. The average temperature of January is 49.3, and that of July 58.8 Fahr. From November until April is what is called the rainy season, but no continuous rains fall. Flowers bloom in the city gardens all the year. The only drawback are the Summer fogs, but as these are usually cleared off by an early hour in the day, they can hardly be regarded as inconvenient. Part of the city is entirely free from them. Trade winds prevail during the Summer and Fall, the result of which is one of the healthiest cities in the world. There are no tornadoes, no hurricanes, no thunder storms, a feeble electrical display once or twice every couple of years being the best that San Francisco can afford in that direction.

San Francisco is situated on a peninsula between its noble bay and the ocean. Surrounded on three sides by water, set in a frame of mountains, the peninsula itself intersected by picturesque summits and hills of moderate elevation, it presents a series of ever changing views, some grand, many beautiful, all fit subjects for the painter's brush or the poet's pen. Spring is probably the proper season in which to see them and appreciate their beauties, as clothed in a mantle of green, they are then at their best. There are a hundred vantage points for the lover of natural beauty to choose. Beyond what is known as the Western Addition, the aristocratic portion of the city, a range of heights crowns the gradually ascending slopes and overhangs the inlet that forms the entrance to the harbor and the shore

line southeast from it. North and east, beneath the feet almost, extend the placid waters of San Francisco bay. East and by south, to use a nautical phrase, the prospect is interrupted by hills within the urban limit. Southeast again appear the shining waters of the bay, extending afar off to the horizon. West and southwest, looking toward China and Japan and the tropical islands of the Malaysian Archipelago, and extending to the far horizon where sea and sky commingling meet, are the waters of the blue Pacific. The hills of Marin County, with Mount Tamalpais proudly raising its head over all, close in the prospect to the north. To the northeast the waters of the bay are continued to those of San Pablo Bay, one of its wide-reaching arms, which, however, is invisible. The hills of Contra Costa and Alameda form the eastern horizon. South are Bernal Heights, with the hills of San Mateo rising behind them and the summits of the Coast Range closing out the view. In the southwest the Twin Peaks of the Mission mountains directly overhang one of the most thickly populated sections of the city. Within the metes and bounds here noted, the residence portion of San Francisco is found. In Spring verdure crowned heights everywhere meet the eye, while over all the radiance of a semi-tropical sun adds its witching charm. The bay presents an animated scene, steamers crossing and recrossing, entering and leaving, coasters with lumber and white-winged vessels from many lands. English, American, Italian and German ships anchored and waiting for charter, tugs darting hither and thither, small boats and pleasure yachts, all bespeak the presence of what is fast becoming one of the greatest cities of the world and one of the leading seats of empire.

From these points of view, however, the active business life of San

Francisco cannot be seen, for this is a city of magnificent distances, even in its infancy, one to which New York, cribbed, cabined and confined within the narrow limits of Manhattan, cannot for a moment be compared. To note the great heart of San Francisco throbbing and instinct with life and its business arteries pulsating with a steady stream of humanity ceaseless in its flow, we must transport ourselves to another of the heights of the seven-hilled city of the West. From those—from the turret of one of the enchanting residences of our millionaires; or from the towering heights of Telegraph Hill—a *coup d'oeil* can be obtained which it were hard elsewhere to equal. Here the commercial life of the city flows all around and beneath like the ocean tides round some rocky promontory. Market street, the great central artery, is black with an ever-moving throng. Kearny street, the principal retail avenue of the city, is gay with richly-dressed ladies and with sight-seers. Montgomery and Pine streets overflow with the speculative throng. And then from Telegraph Hill to Mission Bay, like the squares on a checker-board, stretch block after block devoted to commerce, law and manufactures, all with their intersecting streets filled with crowds of soberly dressed business men, eager speculators, artisans and workers that hail from all lands. Here the active Yankee jostles the indolent native of Spanish America, whose motto is ever *mañana* (the everlasting to-morrow), the sanguine Irishman, the sober Englishman, the staid, contented-looking German, the heathen Chinese, and a score of other peoples and nations and tongues, who all mingle in the sample perennial stream of humanity. Not the least among these mighty arteries of trade and finance is California street, named after the State, its first born, its representative mart, and the one most characteristic of its people.

From the same point from which all this is presented to the view scores of deep-water vessels of all nations may be seen at the wharves discharging or in the stream waiting for their turn, and steamers crossing and recrossing to Oakland and Alameda, which over the bright waters look like Venice as seen from the Adriatic. The island of Alcatraz, with its fortifications, Angel Island and Yerba Buena or Goat Island serve to break up the bay into so many smaller inlets and add a charm to the whole. There are other points of vantage from which most glorious views of city, the bay, and the broad Pacific may be had, such as the Mission Peaks, Russian Hill and Bernal Heights, but from none of them is the whole city visible. Here is ample room for an imperial metropolis, with its miles on miles of houses and business streets and wharves and its residence and manufacturing quarters, equaling the greatest city on earth. As yet it is only sparsely settled, though its houses are scattered over all this broad space, clustering more thickly in certain quarters. A population of at least three hundred and thirty thousand souls dwell within its borders. A little over a hundred years ago there was no city and no settlement. Half of the area noted was nothing but a bare sandy peninsula, the sand continually driven in from the ocean, drifting over its surface, leaving only the tops of the high ridges bare, kept so by the strong westerly breezes. Where the business portion of the city now is was then a sequestered cove, or bay, over which the hills rose sharply to the sky. A few Indian settlements were found here and there, the occupants next to the savages that roam the great solitudes of South America, the lowest on earth. They may have been happy, but so far as outward appearance went there was nothing stirring or romantic in their lives, and they were incapable of appreciating the

beauties by which they were surrounded. They had remained for untold ages in their ignorance, possessing no more of aught having human interest than the Paleozoic man of geology, and they have now passed away forever. Yet it was an effort to bring them within the Christian fold and make of them a civilized and Christian people that gave birth to the little settlement that preceded in order of time the present flourishing city.

There is no record of who first discovered the Bay of San Francisco or when, but it was known by that name before the close of the sixteenth century, and while Elizabeth was still on the throne of England and Philip II on that of Spain, and it was always known as the Bay of San Francisco. And now a century and three-quarters elapsed ere it was again, as far as is recorded, seen by white men.

THE MISSION FOUNDED.

The Jesuits had been driven from New Spain and its domains, and the Franciscan monks were appointed to fill their places. Father Junipero Serra was at the head of those destined for California. There were two great missions to be supplied, one at San Diego and the other at Monterey. But the latter, or rather the bay on which it was located, could not be found. Palou, the biographer of Serra, attributes this to a divine interposition so that they should continue their course till they arrived at the harbor of San Francisco, because when Father Junipero was consulting with the Inspector-General about the first three missions, seeing the names and the patrons which he had assigned to them, said to him: "Senor, and is there no mission for our father (St. Francis)?" To which Galvez replied: "If our father deserves a mission let him see that his port is found and it will be placed there." Fathers Juan Crespi and Portales

not finding Monterey Bay, or rather not recognizing it, they passed up the coast, and on the 7th day of November, 1769, after a weary journey over rugged hills, terminated by a march over sand dunes, they reached the Golden Gate. Friar Crespi, who is credited with the honor of the re-discovery first as far as known, located the Bay of San Francisco about one hundred and twenty-one years ago, and nearly seven years prior to the Declaration of Independence. How little did he dream that he had discovered a new seat of empire for those who were even then planning to establish one in the colony of Massachusetts Bay. But it was even so. It was not, however, till the year of the Declaration of Independence, and just eleven days before that Declaration was promulgated to the world, that the settlement was established. Two years previously Friar Palou, the biographer already noted, again saw the bay, and his representations caused the fitting out of an expedition to establish a colony and a mission. Lieutenant Ayala surveyed the bay in August, 1775, and reported that it was not a harbor, but a multitude of harbors, in which all the fleets of Spain could play hide and seek. Spain had then a great navy, but the asseveration was literally true, as all the navies of the world at the present day could, too, play hide and seek in it. On the 23d of March, 1776, another expedition selected the site of the mission and of the Presidio or fort, both still known by the same names. The site of the fort, which was surrounded by a wall twelve feet high, was near the Golden Gate, and is now the United States military headquarters in San Francisco. The Mission, the church of which, hoary with more than a century of years, still stands, was at the head of a fresh water lagoon, fed by springs from the Mission mountains, which springs have long since disappeared.

Palou says that Portala, commander of the expedition, traveling from the southward along the shore of the bay, came to the cove of Llorones (or Cry-Babies) and crossed a creek which is the outlet of a large lagoon, called the Lagoon of Dolores, and this appeared to him a good site for a mission. The first settlers in San Francisco reached the spot on the day previously noted. They consisted of seven civilians and their families, likewise seventeen dragoons and their families, under the leadership of Friars Palou and Cambon, the soldiers being under the command of Don Jose Moraga. The foundation of the settlement was made amidst great rejoicing. Friar Palou celebrated mass and raised the cross while Moraga took possession in the name of the King of Spain amidst salutes by land and sea. The next day the Mission of San Francisco was dedicated in like manner and the city's history began. The civilization and Christianization of the Indians was at once taken in hand. It was, however, slow work, and then rough and crude, but it was a wonderful advance over their previous condition.

At sunrise all living at the Mission had to rise and attend mass. Breakfast being partaken of, the men and unmarried women had to work until eleven o'clock. There was then a respite of three hours, after which they worked again until sunset. They were taught all sorts of trades necessary in the settlement. The first work done was the erection of the church, which is said to have taken seven years. At that time there were two hundred and sixty Christianized Indians at the Mission. They increased gradually till 1813, when they numbered one thousand two hundred and five. The settlement of whites from Mexico and old Spain, the political revolution, by which the Mexicans then cast off the Spanish yoke, and other causes, diminished their number till 1823, and

ten years later there were only a few left. The secularization of the mission did its work, too, and now there are no Indians on the peninsula of San Francisco. Many of the whites married Indian women, and have left a handsome, sturdy, prolific race behind them, but they, too, are few in numbers. There was a slow, a very slow, increase in the civil population of San Francisco. Gradually the lands became divided up among the Spanish and Mexican grantees. These raised vast herds of cattle, whose hides and tallow they sold yearly to small vessels visiting the bay for the equivalent of five dollars each per head of stock in American money. Good wines were made from grapes grown in the valleys of Santa Clara and Sonoma. Now, though both Mission and Presidio are within the limits of San Francisco, the Mission one of its most thickly populated sections, neither was the center from which it sprang. The Presidio had a population of perhaps three hundred soldiers while the Mission had perhaps two thousand people—Indians, etc. At this time dealing in furs and peltry was a very profitable occupation. Elk were so plentiful that they swam in herds from the main land to Mare Island. Sea otter, three to six feet in length, and selling from forty to fifty dollars each, swarmed in the waters of the bay. They were sold to Boston ships. Beaver skins from the Sacramento and San Joaquin Valleys were plentiful. The goods for which the hides, pelts, tallow, etc., were exchanged were tea, coffee, sugar, clothing and blankets for the Indians. Then there were blankets made at the Mission from the wool of the sheep kept there and known as Mission blankets.

YERBA BUENA.

The first house was built upon the slope of the hill above the quiet little cove of Yerba Buena, on the line

of what is known as Dupont street, in the Summer of 1835, by one William A. Richardson, an Englishman, who had dwelt twenty years in the country. Reckoning from this time, San Francisco has had a little over half a century of history. Mr. Richardson was a dealer in hides and tallow, and his home was the headquarters of the trade around the bay. A very humble origin it was for commercial San Francisco, whose merchandise is found in every land and the sails of whose ships whiten every sea. Contemporaneously with Mr. Richardson dwelt here John Reed and Timothy Murphy, natives of Ireland, and James Black, an Englishman.

Meanwhile some slight measure of progress was made in the Mission Dolores, and an Alcalde, J. J. Estudillo, was elected, with power to grant lots to settlers. The pueblo, or settlement, was, as in California towns, four leagues square. In 1834 an ayuntamiento, or town council, was formed, consisting of an Alcalde, Regidores and a syndic, which first met at the Presidio, afterwards at the Mission. Richardson was reinforced by Jacob Leese, an American from Los Angeles, who entered into the same business as the earlier pioneer. Yerba Buena, so called from an herb-like mint that grew plentifully on the hills, now gradually assumed some commercial importance. Whalers put in to get supplies, and Russian vessels from Sitka purchased wheat and other necessities from the Mission and pueblos to the extent of about forty thousand dollars per annum in value. Jacob Leese arrived in Yerba Buena July 1st, and on July 4th, with the help of the captains of the whalers, sailors, native ranchers, and others, a hundred guests in all celebrated the day in good style in the embryo city. In 1837 the first frame house was erected, on the spot now occupied by the corner of Commercial and Montgomery streets. In April, 1838,

the first white child, a girl, was born here.

For many years there was very little to note in Yerba Buena's history. The first house for long remained solitary and alone on the hillside overlooking the bay. The trade invited a few merchants who grew rich by a profitable trade in these commodities. Among these were Mr. Richardson, already noted, William Heath Davis, and, in 1838, Nathaniel Spear and William S. Hinckley. Mr. Spear was the first to catch and can salmon on the Sacramento. Messrs. Spear and Hinckley first settled in Yerba Buena in 1838. In 1839 Captain Sutter arrived at the little village in the "Clementine." He had with him a number of Swiss and Hawaiians. With William Heath Davis he started up the Sacramento and established the first settlement in that valley. In 1840, when all the foreigners in the city were arrested by order of the Mexican government, there were only twenty-five of them all told. In 1840 Nathaniel Spear established his headquarters on the corner of Montgomery and Clay streets. In 1841 the Hudson Bay Company, as already stated, erected a warehouse. John J. Vioget, one of these early business men, had an establishment which was made use of as a sort of commercial exchange or headquarters. The Hudson Bay Company sold out to Howard and Mellus. Both were pioneer merchants. Mr. Howard, after whom Howard street was named, may be called one of the founders of San Francisco. Francisco Guerrero, who was murdered in 1851, is entitled to the same honor. Guerrero street has been named after him. The house of Paty, McKinley & Co., once noted here, was established in 1843.

There was, of course, no comparison between the price of real estate then and now. In 1835 lots were sold at about 25 cents per vara—331 inches—on Clay, Montgomery, Kearny, Dupont, Washington, Jack-

son, Broadway and Pacific streets. Montgomery street, in the early days, was on the water front. In 1845 a fifty-vara lot would sell for \$12.50 on Montgomery, Market or Bush, these being considered the best locations. The land, however, was in the nature of a grant, as the purchaser was required to fence the lot and build a house on it within a year, or his title would be forfeited. Lots as far as the *Chronicle* building, that now command from \$2,000 to \$3,000 per front foot—fifty-vara lots were sold at this figure. The final location of the city at Yerba Buena was determined because the anchorage in front of the Presidio was unsuitable. The exact adoption of Yerba Buena as a proper place for shipping, was, however, only after North Beach had been tried without the desired result.

The Alcaldes of the Mission settlement during the ensuing nine years made eighty-three grants of land in Yerba Buena, of which forty-nine were to Americans or Englishmen. Thus even before the American occupation Yerba Buena, or San Francisco, was to all intents and purposes an American town. The first mill, a grist mill, was erected here in 1839. It arrived on the "Corsair." It was put up on the north side of Clay street, between Kearny and Montgomery. It was worked by six mules and made from twenty to twenty-five sacks of flour each day. In 1840 the Hudson Bay Company established a depot at Yerba Buena and soon drove the Americans out of the hide, tallow and other trades. Its supremacy was, however, temporary only, for in 1844 it disappeared from the scene. In the same year the number of houses was only fifteen. About this time Captain Paty started a line of packets between San Francisco and Honolulu. In this year the first steamer was seen at San Francisco. It was built by the Russians at Sitka in what is now Alaska, and towed to Bodega

River. Civilized man has been on these shores over sixty-seven years, an infiltration of American blood has made its presence felt, and we are rapidly approaching 1848, the year of gold and revolution, and in California also the era of the Argonauts. Many nations had long looked on the wonderful land with a longing eye. Years before the Russians had a settlement at Russian River, on the coast north of San Francisco, which they afterwards abandoned. In the United States it was only looked upon as a question of time when there should be added to its domain the fairest region of the new world. A steady stream of emigrants, principally from Missouri, but from all the States and from all nations, poured into California for the next four years. Between this time and the annexation of the country to the United States Fremont led an expedition into it which bore a hostile attitude toward the Mexicans, while the "Bear Flag" party revolted and proceeded to declare the independence of the country.

AN AMERICAN CITY.

On the 7th of June, 1846, Commodore Sloat heard of the war with Mexico, and on July 23d, arriving at Monterey, took possession in the name of the United States. The American flag was hoisted at Yerba Buena by Captain Montgomery of the "Portsmouth" in the same month. For two years a desultory war followed, but San Francisco was beyond its reach. Yerba Buena, as it was still called, had been mainly American in population and soon became the center of American activity in California and from that time grew rapidly in importance. The Mexican Alcalde at the Mission Dolores was set aside and Washington A. Bartlett, a lieutenant on the "Portsmouth," was appointed in his stead, and, as remarks a writer of the history of San Francisco, "undertook

to administer Mexican law as interpreted by American whims." Soon after the occupation the advent of a strange vessel full of people caused great excitement in the town. It was not an enemy, but was found to be the "Brooklyn" with two hundred and thirty-eight immigrants, principally Mormons, who had come here to set up a State of their own under the shadow of the Mexican flag. Great was their dismay to find that the flag of Mexico had floated here for the last time. Sam Brannan was their leader. He had published a Mormon sheet in New York and had brought presses and type with him to set up again the standard of Mormonism in the wilderness. Most of the men had to enlist in the service of the United States and all settled for a time in Yerba Buena, which was, for a while at least, a preponderatingly Mormon settlement. On the 9th of January, 1847, Brannan commenced the publication of the *California Star*, a weekly paper, and the *avant courier* of journalism on the Pacific Coast. In the same month the name of Yerba Buena, now applied to an island in the harbor, was dropped, and by a decree of the Alcalde that of San Francisco substituted. In March of the same year Stevenson's regiment of volunteers arrived from New York and added still more to the population and wealth of the embryo metropolis. In April of this year the town boasted seventy-nine buildings, of which forty-three were frame and thirty-six adobe.

General Kearny in the same month issued a decree granting to the pueblo all the beach and water lots between Clarke's Point and Rincon Point, to be sold for the benefit of the country. Alcalde Bryant, after whom Bryant street has been called, had them surveyed by Jasper O'Farrell, an Irish surveyor. O'Farrell street bears his name. In July half of them were sold at rates ranging from \$50 to \$600 each. A census

was taken in the same month, disclosing the fact that the population was 459, half American citizens, the rest being Hispano-Californians, Indians and Kanakas. And now came the time when California was to be opened wide to all the world and San Francisco as her commercial metropolis was to take rank among the great cities of the earth. This was the era of the discovery of gold in California, which was to revolutionize the financial world. The story of its discovery at Coloma, on January 19th, by James W. Marshall, is a twice-told tale. The news traveled slowly. Some gold had been found in California before, and the mission fathers knew that the Sacramento Valley was one of the most promising locations. Indians digging up roots for food were the first discoverers, and picking up a few small pieces in a mill-race was not likely to attract a great deal of attention. It was not till February that the tidings of the discovery reached San Francisco, and not until six weeks later did the *Star*, the solitary California representative of the press, take any particular notice of it. Towards the beginning of April the editor of that paper, with a few others, visited the scene of the discovery, came back, and declared the whole thing a sham. Almost at the very date of this pronouncement half a pound of gold dust was offered for sale in the new city and brought eight dollars an ounce. Still gold continued to be taken out of the earth and one after another went to the diggings to see for themselves. They found the shining metal and soon the embryo city was emptied of its inhabitants. In March there were eight hundred living in two hundred houses, and in April the first public school was opened. By the middle of June the *Star* had no readers, and all of its employees, from the editor to the devil, having gone to the diggings, it incontinently suspended. As it said,

"The whole country resounded with the cry—

"GOLD ! GOLD !"

But slow as it was in making an impression in San Francisco it made this up by the rapidity with which it spread to the outer world. On the wings of the wind it spread to the ends of the earth. The immediate result was the almost total abandonment of San Francisco. Town lots were offered for little or nothing; but soon her fortune changed. Gold hunters had to live, and San Francisco was the only avenue of communication with the outer world. Soon land became valuable enough. It was not long till most of the population of California was centered at the mines. In the Fall they came trooping from Oregon and the Hawaiian Islands. Few or none remained in Yerba Buena. The first American lady arrived here in the American brig "Eagle" February 2d of this year. October brought gold seekers from Mexico, Peru and Chile. Two millions of dollars, the first fruits of the mines, were exported in 1848. The *Baltimore Sun* of September 20th published the news and by the close of that year the exodus had begun. It is a curious commentary on the changes that have occurred everywhere since that news which would now be flashed round the world in a single day then took a year to travel from the Pacific to the Atlantic. A million dollars' worth of goods were imported this year. January, 1849, saw ninety vessels with 8,000 men from Eastern cities all bound for San Francisco, thence for the gold fields. Gold dust, sixteen dollars an ounce, was the currency of San Francisco.

The Collector of the Port on November 13, 1849, wrote to Washington: "I am astounded at the amount of business done at this office. Six hundred and ninety-seven vessels ar-

rived within seven and a half months."

At this time board without room was five dollars per day. A small room rented for one hundred and fifty dollars. Wood cost four dollars a cord, flour forty dollars per barrel, pork sixty dollars a barrel. For lack of storage room nineteen vessels were employed as warehouses. At the same time beef sold at seventy-five cents and one dollar per pound. In this year thousands of cattle fed on the Alameda hills and men in small boats went over and killed them at night.

The Golden City in 1849 attained a population of sixteen thousand. Its citizens were coining gold in their several avocations. Laborers earned part of the time sixteen dollars a day, during the rest of the year eight dollars a day. The first brick building erected was in September, 1849, by W. H. Davis. It was on the southwest corner of Montgomery and California streets, and was leased to the Government for a custom-house at \$3,000 per month. It was destroyed in the great fire of May, 1851. A great fire in December almost swept the new city out of existence. During that year San Francisco gave still further promise of its importance as a seaport, for not less than five hundred and forty-nine vessels, winged messengers of the sea, arrived in the harbor, that previously but for an occasional whaler or vessel to carry away hides and tallow was almost unfurrowed by a keel and as lonely as a lake in the mountains. The same year forty-one thousand people arrived overland and the population of California increased to one hundred thousand, mostly employed at the mines. The need for wharfage accommodations became urgent at San Francisco, and what was known as Long Wharf was built extending out eight hundred feet into the bay to what is now known as Front street. The wharf

known as Central Wharf was located where Commercial street is now. It started a little to the west of Sansome and ran 400 feet into the bay. Subsequently an extension was made to Davis street and finally to Drumm. The first section cost \$110,000, the second, \$200,000. C. V. Gillespie was President and William Heath Davis, Treasurer. From eight to nine hundred vessels from every part of the globe, between Clarke's Point (Broadway street) and Rincon (Harrison street) were anchored east of it, presenting such a sight as the world probably never saw before or since.

Where once this wharf was is now dry land and far beyond it. The pioneer of ocean steamships, the "California," arrived February 28th of this year, having R. F. Smith, the Collector of Customs, aboard. In March the steamship "Oregon" came to hand from New York with three hundred and fifty passengers. On August 15th the first Protestant church was dedicated. It belonged to the First Baptist Society. In October steamers began to make regular trips on the Sacramento. A little steamboat was brought out in sections from Boston. Front street tells the first advance of the city on the bay, but now Front street itself is far from the waters, which have been encroached on to the extent of three-quarters of a mile. Here business block after business block extends, and California street, the first part of it reclaimed from the bay, is built up wherein early days deep-water vessels rode proudly at anchor. This portion is now devoted to commerce, finance and manufactures, and will always be the section devoted to commercial and financial operations. We have now brought the story of our city down to the period when it emerged from the dim twilight of the Hispano-Mexican period into the daylight of modern civilization, and became known of all lands and all men.

In 1850 San Francisco exported gold

worth \$26,600,000. Its population was 30,000. Two great conflagrations, each involving the loss of millions, took place that year. In 1851, in May, came the great fire which destroyed property worth \$7,000,000. The burned district was three-quarters of a mile long, and at one time presented the appalling spectacle of almost a mile of flames fanned by a high wind. But misfortunes never come alone. Another great fire came in June and the people began to think of removing from the unfortunate city. They, however, took the sober second thought and remained. There were no more really great fires, and our city continued to advance steadily in population and importance despite the fact that in little more than a year fifteen millions of property had become the prey of the devouring flames. The first Directory was now published. In 1853 the San Francisco Gas Company was laying pipes and building its works. It is not necessary to trace the city's growth historically much further. In 1860 the population had grown to 56,802, and in 1870 to 149,473, in 1880 it reached 233,959, and is to-day, although the census figures are 297,990, reckoned at 330,000. Seven thousand six hundred new houses have been built within its precincts during the past six years, and through dull times as well as those of activity the movement has never slackened. The system of cable roads, which was first placed at the service of civilization in this city in 1872, has greatly conduced to this steady and remarkable growth. By it the more remote portions of the peninsula on which the city is built were easily rendered accessible. It became possible to travel two to three miles from the commercial center of the city in twenty minutes to half an hour, and new streets were opened, while new blocks of buildings sprang up as if by magic. There are now sixteen cable

lines in San Francisco and several others are projected. The gold and silver of the coast has been lavishly spent in building up the city and in providing the fortunes of its millionaires. The combined product of both precious metals has reached an amount estimated at two and a quarter billion of dollars, most of the profits on which have contributed to enrich San Francisco. It has been the great heart and center of silver mining no less than that of gold, and the silver era was in its way of as romantic interest and of great practical results as that of gold. In 1863 shares in the silver mines of the Comstock were at fabulous prices, from one thousand dollars each in Chollar to six thousand three hundred dollars in Gould & Curry. In 1869 some ore at White Pine yielded ten thousand dollars a ton. In 1874 the Crown Point and Belcher mines were in the heyday of their glory. In three years they had yielded forty millions of dollars, but a much greater mine was to eclipse theirs and to remain to the present, as far as is known, the greatest heard of in history or even in tradition. There have been mines in Mexico and Bolivia, the grand aggregate of which was larger, but none that yielded such amazing results in such a short space of time. In May, 1874, it gave dividends of \$300,000 per month. Being examined by experts it was declared that theore body in sight was worth a billion and a half of dollars. Under the stimulus given by this the value of the shares in the mines in the San Francisco market advanced a million dollars a day for about two months. This mine was next divided into two, the Consolidated Virginia and the California, with over half a million shares in each. They were owned principally by Flood, O'Brien, Mackay and Fair, whose names have become renowned throughout the earth for their riches. For two years a steady stream of wealth

from the mines flowed into San Francisco to the extent of over one hundred and twelve million of dollars. The Stock Exchange became a recognized institution and thousands were, some of them in a day, elevated from poverty to wealth. The picture has had a reverse side, and shares during the past few years have sold as low as half a dollar each. Such are the fluctuations of mining stocks; but whatever fate betide particular industries, San Francisco does not cease to progress.

THE POPULATION

Increases at the rate of about twenty thousand a year or two hundred thousand in a decade. It is now three hundred and thirty thousand. By 1893 it will be four hundred thousand, or nearly three times as much as in 1870. Since 1880 over eleven thousand six hundred houses have been built, and despite bad times, bad crops, through good report and evil report they continue to be added to our city at the rate of one thousand four hundred a year. Before the twentieth century has been reached the population of the Golden City will be midway between six hundred and seven hundred thousand.

OUR TRADE.

Its foreign imports increased from about twenty millions in 1870 to close on forty millions in 1886, and \$51,562,403 in 1889. Then its foreign sea-borne trade is only a part of the whole as its commerce with other States and Territories, by rail, steamer and clipper, is not less than seventy millions a year, imports and exports. It buys and sells over two hundred million dollars' worth of merchandise annually, and this amount is steadily increasing. Hither come for exchange the surplus products of three continents, the teas, silks, coffees, spices and sugars of Asia and the Pacific islands; the sugars, rice, fruit and cotton of the Hawaiian and other Pacific islands

the coffee, hides, sugar, orchilla and silver of Mexico and Central America; the iron, chemicals, cement, woollens, cottons and liquors of England; the wines, silks, cloth, sardines, olive oil, perfumery and articles de Paris of France; toys, liquors, mineral waters, etc., from the German fatherland; gold from British Columbia and Australia; coal from Australia, British Columbia and Great Britain; furs from the Aleutian Islands and British Columbia; cod from the Pacific banks, the most extensive in the world; whale oil, bone and ivory from the Arctic. From the Eastern States, by ship, steamer and rail, come most of our manufactured goods which are not produced at home; drygoods, boots, shoes, hats, hardware, cooperage, tobacco, drugs, oils, paints and domestic liquors forming the bulk of our imports thence. Our export trade by sea has increased from nearly eight millions in 1870 to over forty millions in 1890—seventy-six millions by sea and rail, almost equally divided between home and foreign. In this is reckoned a transit trade of about eleven millions figured also in our imports. Some of the trade by rail from California is from interior points but we have given San Francisco's share. Our foreign export trade consists chiefly of breadstuffs. Like a second Egypt we help to feed the nations. In 1882 our breadstuff exports reached a value of thirty-six millions. Fruits, canned, dried and green, salmon and other articles of food figure largely. Wine to drink for the East, Mexico and Central America and the islands of the Pacific, contributes its share. Lumber to build houses in all parts of the world from Australia to Scotland, including our famous redwood, when polished one of the most beautiful in the world, forms a large part of our export values. Then come groceries and manufactured goods of every description to the islands of the Pacific sea. Perhaps one of

the most curious of all our articles of exports is ginseng, brought principally from the East—a potent healer in China, Japan, Corea and other Orient lands, and selling here at an average of two dollars a pound. Shrimps and shrimp shells form quite a large item of export to China. Leather was formerly shipped in large quantity to Japan, which is still our best foreign customer. But the Japanese are learning to make a good article themselves, and our shipments to their country are growing small by degrees and beautifully less.

To the Atlantic and Mississippi Valley States we send refined sugar, coffee, wool, wine and brandies, canned and dried fruits, oranges, green fruits, raisins, salmon, borax, barley, leather, quicksilver, lead, hops, hides and pelts, whale oil, furs. Sometimes our merchants ship considerable tea that way, but on the whole that is a transit trade as also is that in raw silk, all of which reaches New Jersey's looms via San Francisco. This great trade by rail has grown to 579,421,970 lbs. in 1890—310,135,970 lbs. from San Francisco, but almost all handled by its merchants. During the past year the growth has been especially notable. The total figures include Sacramento, Los Angeles and other shipping points, but San Francisco enjoys close on 60 per cent. of the whole.

We have referred to our wheat and flour trade. California flour, from San Francisco, is rapidly finding its way to all ports, from those of Siberia to Australia and New Zealand. Even corn has of late become an export, though in almost inappreciable degree. Great Britain forms the principal market for our wheat, but France often figures largely. Belgium is buying to some extent, Australia considerably, while we have shipped to Gibraltar, Port Elizabeth, South Africa, Mauritius and other places. We almost an-

nually send a cargo to Cape Verde Islands.

Manufacturers paying the highest average wages in the world, \$2, \$3 and \$4 a day, we have difficulty in competing with the East in industrial matters, but the railroad tariff protects us, or did until recently, the result being that our manufactures have grown rapidly. In 1870 the census credited us with \$37,410,829; to-day the value of our industries is not less than \$110,000,000, or over \$300 per capita of our population. This is a very healthy exhibit and one that San Francisco need not blush at. There are 33,000 workers steadily employed, who produce at the rate of \$3,000 per year. Of these, 15,000 are Chinese, whose wages range from half a dollar to \$2.50 per day, the latter amount received by some exceptionally good workers in the cigar trade. Their great triple stronghold is the cigar, boot and shoe and clothing trades, though they have representatives in almost all. There are, or were, 6,000 Chinese of all grades in the cigar trade, 3,000 in the boot and shoe trade, and 2,000 in the clothing trade. The cigar business is one of the greatest of our industries. We made during a couple of years 150,000,000 cigars, just 500 for every man, woman and child in the city. These were valued at \$5,000,000. They are smoked from San Francisco to Chicago, large quantities having been formerly shipped East, but since the anti-Chinese agitation, Eastern goods are supplanting them to some extent, and the number has dropped to 120,000,000.

Despite its great value, the cigar trade, and in fact every other carried on in the city, is cast in the shade by the sugar refining industry. It has progressed with giant strides. This year over 300,000,000 pounds will be refined. We have now the cheapest sugar in America, and during past years have sold our product as far East as the Mississippi, indeed

even in Chicago. Its great development is altogether due to the Hawaiian treaty, at first opposed by our refiners. But we now take all the sweets of Hawaii and soon shall be ready for much more than it can produce. We ship both raw and refined, and the latter this year will sell for \$17,000,000. Our beet sugar trade is increasing fast, full data concerning it being given elsewhere.

The manufacture of boots and shoes is of a value of \$5,000,000 annually. Our iron industry is of the same average annual value, but it is not as active as formerly, owing to the fact that the great quantities of machinery wanted to work the mines of the Comstock are no longer needed, and though last, not least, the great strike. But we have recompensed ourselves in other directions, and iron and steel ship building is at least a reality with us. The construction of the cruisers "Charleston" and "San Francisco" has given us the standing of Chester on the Tyne, and by and by a great business will come to our doors. We have, in fact, already inquiries from Chile and Japan in connection with the shipyard. We have one of the largest foundries in the United States, and our mining machinery has no equal for its ingenuity and variety. We make about 500,000 barrels of beer every year that sells for close on \$3,500,000, and this notwithstanding the abundance and cheapness of wine, of which, however, very little is made in this city. We may, though, except 20,000 cases of excellent champagne.

The manufacture of doors, sashes and other articles of lumber is very extensive as all the Pacific Coast is supplied hence. The total value of these manufactures is \$3,000,000. The production of canned goods is valued at \$4,000,000; that of clothing at \$4,000,000 also; about 500,000 barrels of flour represent the industry of the millers of the Golden City; \$1,500,000 may be given as the value of blankets, cloths, etc.;

\$1,000,000 that of shirts. Within urban limits leather to the value of \$3,300,000 is produced. Of fine furniture, \$2,000,000 a year is made. Of other goods, bags are made to the value of \$1,500,000; boxes to that of \$1,000,000; saddlery and harness worth \$1,000,000 are produced. The dynamite product is worth \$1,500,000 a year; coffee and spices \$1,500,000, while the production of newspapers, printing and kindred arts cannot be placed at less than \$4,000,000 in value. Here is set down everything worth \$1,000,000 and upwards, making a total of close on \$65,000,000. A multitude of smaller industries helps to round out the total. A cotton mill at East Oakland is the beginning of California's cotton industries. The coal oil of Southern California is refined at Alameda. In carpet, dry goods, men's clothing, hats, hardware, pork packing, and a few minor industries, the city is backward, but promises to take a great stride ahead in pork packing.

MONEY.

San Francisco is one of the great financial centers of the United States. Here the Branch Mint turns out \$23,000,000 a year in gold and silver. The capital of the banks of the city is \$34,847,206 while their deposits reach the figure of \$120,181,293; their resources are \$176,550,081. The savings banks have deposits of \$96,068,818, of which the Hibernia Bank alone has in excess of \$26,000,000. The Bank of Nevada, whose stock was owned principally by the bonanza firm, had during its career a capital of \$10,000,000. The United States Mint has had at one time on hand over \$60,000,000 in hard coin in its treasure vaults. The duties of the port and the internal revenue taxes yield annually an average of \$12,000,000. The city has about 123 men who are each worth over \$1,000,000; a few of them, such as Senator Stanford, James L. Flood, Jr., Claus Spreckels, James

G. Fair, Charles Crocker, and others, own nearly \$100,000,000 among them. All San Francisco's millionaires are worth unitedly \$250,000,000. The assessed value of city property is \$230,000,000, the true value not less than \$500,000,000.

BUILDINGS.

San Francisco is, or will be, a city of magnificent distances. Even now Market street from the ferries, where it terminates neath the shadow of the Mission mountains, is one of the finest thoroughfares in the West. Broad, ample and imposing, with lines of magnificent buildings, it will in a few years be one of the finest streets in the world. It will probably be continued to the ocean. Van Ness avenue is to-day noted for its splendid residences. It runs from the Bay over the hills and away down to Market street, and is full of magnificent mansions. The great Catholic Cathedral of St. Mary's has been built there. It will be one of the noblest resident streets in America. The business portion of the city is built of brick and stone, principally of the former. Most of the leading establishments are also built of the same material. But as far as regards its private residences San Francisco is a lumber-built city. The thousands of fine mansions that it boasts of have all this character though their aspect in some instances is palatial and their appointments of the finest and costliest nature. The California redwood, which is practically indestructible, generally forms the groundwork. These cost all the way from \$50,000 to a full \$1,000,000. Prior to 1876, people were satisfied with houses costing from \$3,000 to \$5,000, and the very rich were those reaching from \$50,000 to \$100,000, but \$250,000 was soon attained and after that there was no limit save the means of the builder. The finest edifices in San Francisco are the Mint, the Appraisers' Store, the Pal-

ace, the Baldwin and Grand Hotels, St. Ignatius, St. Mary's and St. Dominic's Churches, the Chronicle building, and the Odd Fellows' building. D. O. Mills' building on Montgomery street will be a fine ten story structure. San Francisco is promised a grand Postoffice for which a large appropriation has already been made. The City Hall, now in an unfinished state, will probably cost \$4,000,000 before completion. San Francisco is well supplied with churches and schools, having ninety-six of the former and seventy of the latter. The Hebrews have seven synagogues. The children of school age number 75,000. The Chinese children have one school with a very light attendance. The theaters of the city number twelve. The California, the finest theater building in the city, has witnessed the early efforts of some leading American actors. Amongst its old stock company were numbered John McCullough, Tom Keene, Henry Edwards, James O'Neil, and others of national reputation. The Grand Opera House, though a fine theater, has proven a magnificent failure. The Alcazar, a theater in the Moorish style of architecture, has been built by one of our most successful newspaper men, and is itself already a success. The Baldwin was built by the millionaire of the same name.

ELEMENTS OF POPULATION.

San Francisco is now a cosmopolitan city and its foreign-born citizens exceed in number the native born. They have come from all lands beneath the sun, but more especially from Ireland and Germany. Some years ago out of 35,000 registered voters, not less than 10,000 were Irish born, while the Germans, hailing from all parts of the fatherland, numbered not less than 8,500. France contributed 2,000, Italy as many more. Four nationalities thus gave close on 23,000 to the electoral roll.

Then came England, Scotland, Mexico, Chile, Spain, Austria, Denmark, Sweden, Norway, Switzerland, Portugal and many other nations and tongues. Since that time the proportion of foreign voters has lessened. Of the total registered in 1890, the natives of the United States numbered 32,971; foreign born, 26,743, 45 per cent. The figures of 12,373 represent the native sons of California; New York, 5,565; Massachusetts, 2,776; Pennsylvania, 1,588; Ohio, 1,270; Maine, 1,227; Illinois, 890; Ireland, 9,824; Germany, 7,454; England, 2,118; Canada, 1,113; Italy, 955; France, 785; Scotland, 670; Sweden, 633; Austria, 507; Russia, 436; Denmark, 423; Switzerland, 391. The exact number of Chinese is not known, but it is said to exceed 30,000. The city has a distinctively foreign quarter, bounded by Montgomery, Broadway, Stockton and Clay streets, where French, Spanish, Italians and Hispano-Americans abound and where everything has a decidedly foreign flavor. The irrepressible Chinese occupy all that portion of the city lying between Kearny, Stockton, Broadway and California streets, with the exception of the buildings facing on the aforesaid streets.

OUR CHINESE.

Dupont street from California to Broadway, a distance of six blocks, Sacramento, Commercial, Clay, Washington and Jackson streets are arteries of this great Chinese settlement in the heart of San Francisco, an *imperium in imperio* intersected by narrow alleys like the streets in Hong-Kong or Canton, and teeming with a strange population, having its own laws, its own tribunals, its secret societies, etc., a human hive where the busy hum of industry never ceases day or night, and where every foot of space is utilized as a store, workshop, or place for sleeping in—sometimes for all together. It is, as it were, a slice of China set

down in San Francisco, and but for the buildings might well be described by selections from some of the works that treat of Chinese cities. It has its Joss houses, opium dens, stores where every article sold in China may be had, butcher shops, restaurants, cigar factories, boot and shoe and clothing factories, barber shops where customers' heads may be seen shaved in full public view all day long, and others where carpenters, tinsmiths, watch makers, photographers, tailors and a score more trades carry on their several avocations. The women may be seen as busy as the men. The roofs of the houses are in many places covered with clothing, hung out to dry, or meat or shrimps to be shipped to China, or something else of the same kind. The sidewalks are crowded with a ceaseless throng; little fruit and candy stores are found at every corner; cobblers ply their trade and mend their customers' shoes on the sidewalk. Here, too, glides along the treacherous highbinder or Chinese bravo, always well provided with concealed arms, pistols, dirks, or small hatchets, ready to execute the behests of the secret tribunals on those of his countrymen that may have been marked out for punishment by them. Chinese women shamble along, sometimes with children led by the hand and decked out in barbaric finery. These children grow up possessed of the traits to a great extent of both Caucasian and Mongolian. On festive occasions the streets in the evening are gay with Chinese colored lanterns. Good humored crowds throng the streets in blouses, black felt hats and American boots, while the wealthier and the literati parade in full Chinese costume, with serene satisfaction in themselves and a proud contempt for the outer barbarian. The Chinese are generally well dressed after their style, and cleanly; but enter the places where the commonalty live, or rather herd, and what a

change! No regard to hygiene or cleanliness of surroundings is found. Scenes like those mentioned by travelers who have visited the interior of Canton or Shanghai everywhere meet the eye. Of course poverty is the cause of this, for the Chinese work for very low wages, live economically where opium is not concerned, and save their earnings to return to China with them. From \$7,000,000 to \$12,000,000 are sent to China in this way every year by public channels—how much by those returning is unknown. Chinatown is essentially Asiatic, and but little impression can be made on it by outside influence. The Chinese masses are essentially unchanged and unchangeable; a people to themselves and apart from others. All are either members of one or other of the seven companies as they are called—great co-operative institutions that take care of the Celestial almost from the cradle to the grave. The social conditions obtaining here are very similar to those found in China itself—the same extremes of wealth and poverty, the same combination of freedom and slavery, for many, especially women, are in a state of virtual slavery. There is a dark side to Chinese as well as Caucasian life, where we do not feel at liberty to raise the veil—in its surroundings it is several shades darker than outside the precincts of Chinatown. Since the restriction but few Chinese land directly here, but many find their way overland from British Columbia and Mexico. In this way the population is to a certain extent kept up, although Chinese workers are, compared with former times, scarce. Where a Chinese contractor could find lots of his countrymen only too ready to go to work for an advance of five dollars, they must now, in many cases have fifty dollars, and even then some will run away at the first station where the train stops. Thousands are every year employed in the salmon fisheries of Alaska; whence the season

being at an end, they return to the city again. They possess neither the excellent virtues nor the hideous vices attributed to them, but they are essentially a people apart to themselves. Some few comparatively have been brought under the influence of the Protestant missionaries, and there are a few Catholics, but generally they go to the mission school to learn English so as to get to work in private houses. The community is occasionally represented in the press by a paper published in their own language, which never seems to enjoy a very prosperous existence. The Chinese born and raised here are much superior in appearance to those from China.

OTHER ELEMENTS.

The Japanese have of late increased considerably in numbers. They are generally, when not students, employed in private families, but there are some artists amongst them who paint on porcelain, etc.

The colored element is not large. It is indeed very small as to numbers, but hardworking and industrious. It has no distinctive peculiarity save what is physical. The men are generally employed as waiters, janitors, etc. There are a few wealthy colored people. They are represented in the press and have a couple of church organizations with churches and Sunday schools.

There is little difference to be observed, at least exteriorly, between the different white elements of which our population is composed. Here, as elsewhere, our Jewish fellow citizens are mostly found in the walks of trade and finance where they are very numerous represented and very influential. As to the rest, the New Englander, the native of the Middle States, the Western man, the citizens hailing from the chivalrous South are found in most of the walks of life outside of unskilled labor, though stress of circumstances have driven even cultured people to seek

temporary employment even there. Our Irish and German-born citizens fill every position from that of a banking president to a member of the rank and file of the grand army of labor, most of the skilled, as well as the unskilled, workmen being recruited from their ranks. Most of the leading retail drygoods stores are owned and served by those born in Ireland, while in the manufacture and sale of beer and in the retail grocery trade the Germans have an overwhelming predominance. The French, Spanish-Americans and Italians occupy that portion of the city stretching north from Jackson street and west from Montgomery street, a couple of blocks each way, though large numbers of them are scattered all over the city. Some of our leading wholesale houses are carried on by French and Italians. The English and Scotch elements of our population control the import and export and shipping trade of the port with Europe, as also the export grain trade, while the ranks of skilled labor are largely recruited from their numbers. All the distinctive elements of our population have special newspaper organs of their own.

As regards religion a large majority of the Irish, Spanish, Portuguese, French and Hispano-American families are Catholic in belief as also are a considerable proportion of German and a smaller one of American families, while the vast majority of the latter, as also of German and British families belong to some one or other of the Protestant denominations. The Hebrew places of worship are many and well supported. The Greek Church has its adherents. However, a large number of adults attend no particular church, while many are professed free-thinkers.

POPULATION.

There can be no better way to estimate the population of this city than

to note the increase in the number of houses supplied by the Spring Valley Water Company. This was, in 1880, 20,128, the consumption of water daily averaging 12,648,000 gallons. The population being 233,057 in 1880, this gave about 12 persons to each house supplied. In 1890 the number of houses supplied was 33,248, the number of gallons averaging 20,430,000 daily. It will be seen that the consumption increased about exactly as the number of houses. It is therefore fair to estimate the same number of people per house, etc., as in 1880. This would give, at 12 to each, 398,976 souls as the population of San Francisco. It is therefore evident that the census figures of less than 300,000 must be all wrong, and that an estimate of 330,000 is conservative indeed.

REAL ESTATE.

San Francisco has not of late years been blessed or cursed, as the case might be, with a real estate boom. We have, however, had our share, when all sorts of lands—outside lands particularly—were inflated till they reached a price which, with all the extension of the city, they have never attained since, and when the whole people went almost wild after real estate investments, much as they have in other years in regard to stock speculation. But that has all long passed, and now when an advance is made it is one based on the natural growth of the city. In early days San Francisco was laid out as were other towns or pueblos in the Spanish colonies—that is, four leagues square. Within this the Alcalde was allowed to sell lots at a reasonable price to those who intended to dwell thereon. They were obliged to erect a house within a year, and to make other improvements. Originally the intention was to locate the city on the flat or rolling lands between Fort Point and North Beach, and that is why the Presidio or Fort was established there. But

this did not afford good anchorage ground on account of the heavy swell from the "Golden Gate," and the idea was abandoned. Yerba Buena, as it grew up originally, was without much order or regularity. Even after a survey had been made matters were much confused. The first Directory ever published says that in 1850 scarcely a house was numbered, the city extended from Washington street south, and lay between Kearny and Montgomery streets. Streets were built up in a week and whole squares swept away in an hour. A large portion of the fixed inhabitants lived in tents. In 1845 a fifty-vara lot sold for \$12.50 on Montgomery, Market, Stockton or Bush street. Deeds were signed by the Alcalde. A charge of three dollars was made for recording. Lots near the *Chronicle* building, now worth \$2,500 to \$3,000 per front foot, then sold for \$12.50 a full fifty-vara lot.

Many instances can be given to show the advance in real estate from the early days to our own, and many more to illustrate the rapid appreciation in values that took place in two or three years, followed by a depreciation equally marked. Two blocks purchased by Mr. Chauncey Wetmore for a church organization in 1847 cost \$27 each, in 1850 the same two blocks were estimated as being worth \$200, and cannot now be looked upon less in value than away into the millions. The lot on Market street that is the location of the headquarters of the Bible Society, and which was purchased in 1857 for \$3,500, is now estimated to be of the value of \$300,000. Scores of white cloth tents covered the ground where the Palace Hotel now stands, while there were sand hills nearly as high as the top of the hotel. The land then had little or no value. Now it would sell for from three to four thousand dollars per front foot. The Howard Presbyterian Church was established in September, 1850,

by the Rev. S. H. Willey, one of whose first cares was to buy a lot for a church building. This he secured where the Redington Block stands. It cost \$500, but is now said to be worth \$450,000. In 1850 a builder who had about a thousand dollars was advised to buy in the neighborhood of Twelfth and Howard, or Twelfth and Mission. He did so, and to-day his thousand-dollar investment has increased in value till it has reached \$100,000. In 1853 the law firm of Halleck, Peachy, Billings & Park leased the lot on the southeast corner of Montgomery and Washington streets for a term of ten years. The rental was a thousand dollars per month, with the privilege on the part of the lessees of purchasing at the end of the time for \$100,000. A building was erected at a cost of half a million dollars, carpenters and bricklayers being paid at the rate of \$15 a day. At the end of the time the lot, 122x137½, was duly purchased as agreed on. The old Bank Exchange leased the corner as a saloon, paying therefor on a twelve months' lease the enormous sum of \$2,250 per month.

To-day, however, the same saloon rents for \$100 per month. Not long since Judge Hoge, one of the first occupants, rented two rooms in the block for which he paid \$30 per month, but which in the olden days cost him \$250 per month. This sufficiently illustrates the decline in rental values in certain quarters of the city. In 1848 General Halleck purchased, for \$7,000 for a homestead, four fifty varas on the corner of Second and Folsom streets. His wife willed it to an hospital in New York, and it was recently sold. Kohler & Frohling and Wells, Fargo & Co. were the purchasers. The purchase price was \$115,000—\$65,000 to Kohler & Frohling, the balance to Wells, Fargo & Co. A block away the Postoffice Commission recommended the purchase for \$750,000 of four similar lots on Sec-

ond and Howard. This shows the tremendous appreciation that has taken place in the values of realty since the early days of the city.

It has not, of course, been accomplished without considerable fluctuations in value, which has lifted many to the pinnacle of great wealth, others—fewer far though—have by it been reduced to poverty. One of the first great sales was that of water lots on December 30, 1853. Those on the corner of Clay and Drumm streets brought \$15,500. One hundred and twenty-two lots (25x59.6 feet, from East street to California street wharf) were sold for an average of \$27,600, a pretty good price for that day, and not contrasting unfavorably with what they would sell for at the present. From the mention of water lots it may be seen that a considerable portion of what is the business section of the city had not been reclaimed from the bay. The year when this sale took place was one of violent speculation, and the following was correspondingly depressed. As might have been guessed from the prices just given, rents, which had run as high as four to six thousand dollars a month, were reduced suddenly to as low as five hundred dollars a month. For three or four years water front lots had been the rage. But now residence lots began to be inquired for. In 1854 the commissioners decided in favor of the pueblo title, and thus decided a question that for some time had been a bar to the city's progress. But realty was not prosperous owing to the speculations referred to, and a large proportion of the best property was held subject to heavy mortgages. By degrees the depression wore off, and real estate began once more to slowly recover itself. Money became cheaper, and in 1858 it was possible to borrow money on real estate security at 1¼ to 1½ per cent per month. In this year the Fraser River excitement had possession of the city, and it seemed at one

time as if it would be half deserted. Under such circumstances real estate became very depressed. The sales in that year amounted to only \$4,110,806 in value. Next year there were considerable improvements, and Precito Valley, the Hayes Tract and the land contained within the limits of the Pioche estate were added to the city. In this year the Liman-tour & Shereback claim of 5,963 acres was settled. Claims having some real or fraudulent basis were the terror of those who purchased land in early days in San Francisco. But by degrees either the courts disallowed them or they were settled in some form or other. In 1860 an immense amount of capital came seeking investment in San Francisco, and the realty market assumed some life again. The Market Street Railroad was now opened. In that year sales had arisen to \$8,854,229 in value. In 1861 another real estate speculation opened up in this city. There were no less than fifteen incorporations formed to supply their members with homesteads and building lots in the new parts of the city, and especially on the line of the San Jose Railroad, where they strung along three miles from the City Hall. The original price of the lots was to be \$140 each, but they soon advanced two hundred per cent. Sales went up to over eleven millions in 1862, and to a little exceeding nineteen millions in 1867. A sudden decline in 1865, the result of over-speculation, impaired confidence so much that it took several years before the market could find its proper level. Immense tracts sufficient to accommodate ten cities like New York of that day had by every imaginable device been placed on the market, and a financial stringency of a dangerous kind was the consequence. In 1868 sales reached over twenty-seven million dollars in value, while in 1869 they exceeded thirty millions. Money went up to fifteen and twenty-four per cent per

annum. In 1870 sales were only half the amount, and the speculative fever had commenced to abate. For three years more sales did not exceed twelve to fourteen millions of dollars. In 1874, however, they suddenly jumped up to close on to twenty-four millions, in 1875 to \$35,889,374, and then came another period of decline. By 1879 the volume of sales had shrunk to \$10,318,744. From this on there has been a gradual appreciation, till the present year. The sales of the past four years thus compare:

1887.....	\$20,745,059
1888.....	24,744,479
1889.....	33,769,069
1890.....	36,545,887

Here is an increase in sales of seventy-five per cent in about four years. The system of auction sales has assumed unusual prominence, There is a slight excitement in realty this year in San Francisco, but it is a healthy one. There is added every year to our population an average of sixteen thousand souls, so that there should be a good healthy activity under normal circumstances.

SOME PUBLIC BUILDINGS.

The United States Appraisers' Building is situated on Sansome street, between Washington and Jackson, and immediately west of Postoffice place. It is a brick structure, 120½x265½ feet in dimensions, and is four stories in height. The cost of erection exceeded one million dollars. On the first floor are the offices of the Marine Hospital, Collector of Internal Revenue, Special Agent of the Treasury, Secret Service Division, Navy Pay Department, and U. S. Inspectors of Steam Vessels. The second story contains the Appraisers' offices, those of the Coast and Geodetic Surveys, and that of the Superintendent of the Life Saving Service. The third is occupied by the rooms of the Circuit Court, District Court and the offices of the U. S. Marshal, Judges, At-

torneys and Assistants ; while on the fourth are the headquarters of the Board of U. S. Surgeons and the Pension Department, also the rooms of the Grand Jury and Petit Jury.

The United States Mint, on the corner of Fifth and Mission streets, is one of the finest and most imposing structures in the city. It has a frontage of $217\frac{1}{2}$ feet on the first named street and $160\frac{1}{2}$ feet on the latter. It is built in the Doric style of architecture of granite and sandstone, is two stories high, and has a commodious basement. At the right of the entrance is a collection composed of the most rare and valuable medals and coins of all nations, from the earliest coinage of the ancients down to the present time. This is the largest mint in the world and the best methods and processes are utilized in all its operations. The monthly product is about two million dollars. Visitors are admitted every working day from 9 to 11:30 A. M.

The Mercantile Library Association was organized January 24, 1853. The handsome building it at present occupies on Bush street, between Montgomery and Sansome, built by the society in 1868, although provided with elegantly appointed rooms, has been sold. The association has purchased an elegant lot on the northeast corner of Van Ness and Golden Gate avenues, upon which it is erecting a large and finely equipped building for its new home.

The library possesses about 60,000 volumes, including an unusually good collection of periodical and reference literature. The initiation fee is \$1, and the quarterly dues \$1 50.

THE SEAWALL.

San Francisco in a few years will have one of the finest water fronts in the United States in the shape of the seawall. It will, within a year, be completed from Mission street to Taylor. When it has been completed

it will extend from Van Ness avenue to the borders of San Mateo County, a distance of eight miles.

Three-quarters of a million dollars will be spent at the foot of Market street. A depot will be constructed, of two and three stories, built of iron, steel, glass and concrete, very little wood being used. The dimensions will be 800x150 feet. There will be a central elevation to be used for a clock tower. All the ferries will use one building, as there will be ample accommodation not only for them, but for many others. The building will extend across Market street about 400 feet each way. The ground floor will be used for baggage, express and mail rooms, and for a portion of the passenger travel. The second floor will be devoted to the bulk of the passenger travel, to ticket and other offices. The third floor will be occupied by ticket and auditing departments. A branch Postoffice will be on part of the first and second floors. The second story will be reached by a steel bridge over East street, and extending to the south side of Sacramento street, and connected directly with the upper decks of steamers. The building is estimated, with the bridge and approaches, to cost about \$504,000.

There will be the same number of ferry slips that there are now. The depth will be 150 feet east of the present seawall line and 450 feet west of the pier-head line, leaving the place indicated for slips.

The total cost of constructing 7,361 feet of seawall has been \$1,300,672 85. The average cost per lineal foot has been \$176 70.

The cost of the several sections is shown by the following:

Sec. A,	561 feet long..	\$86,614 53
Sec. 1,	1000 feet long..	165,631 40
Sec. 2,	1000 feet long..	167,504 09
Sec. 3,	1000 feet long..	235,049 51
Sec. 4,	1000 feet long..	240,872 01

Sec. 5, 1000 feet long. . 169,893 57
 Sec. 6, 800 feet long. . 126,779 73
 Sec. 7, 1000 feet long. . 109,327 99

A belt railroad will, in future days, encircle all the water front.

STREET NAMES IN SAN FRANCISCO.

While the hamlet of Yerba Buena was under Mexican rule, the names of all the streets had the Spanish term "calle" prefixed. They were, however, laid out in no regular order until 1846. After the American occupation this, of course, was dropped. On the principle of honor to whom honor is due, those who laid out the city in early days named the principal thoroughfares after men prominent in our early history. Alcades Bartlett and Hyde had a good deal to do with our street nomenclature. Thus Stockton street received its name from Commodore Stockton, who was the commanding officer of the fleet on this coast, and who succeeded as Governor, Commodore Sloat, who first raised the American flag at Monterey; Montgomery, from Captain Montgomery of the United States sloop of war Portsmouth; Powell street from a surgeon on the same vessel; Mason street was named after Governor Mason, one of the earliest Governors of California; Fremont street, after the gallant General John C. Fremont, also for a while Governor; Kearny street, after the well-known General Kearny, who was also Governor in those early days; Geary street, after John W. Geary, a distinguished officer of the Mexican war and one of San Francisco's old Alcaldes; Sutter, after General John A. Sutter; O'Farrell street, after Jasper O'Farrell, one of the first surveyors who laid out the street lines of the new city, and Dupont street after Commodore Dupont, one of our early naval heroes. Mr. Hyde gave Bush street its name on account of the number of bushes and chapparal

growing on it, and Pine, Sansome and Post streets from well known streets in Philadelphia. Market street being also one of Philadelphia's great thoroughfares was revived in San Francisco by Alcalde Hyde, who first applied it to California street. But in February, 1847, Alcalde Bryant had it changed to California street in honor of the State, when Mr. Hyde, who was then helping to lay out the city, gave the name in August, 1847, to the present broad thoroughfare, which even then he had the foresight to see would be the city's great commercial artery. Broadway was so called because it was thought that it would be similar in importance to its great namesake in New York. Vallejo street brings to mind the career of one of our most distinguished native Californians. All streets north of Vallejo received their names from Mr. Hyde when he was Alcalde. The gentleman himself was honored by the name of Hyde street, running north from the new City Hall to the bay. Spear street brings to mind Nathan S. Spear, one of our oldest merchants, as does Leidesdorff street, W. A. Leidesdorff, one of the oldest traders in California; Davis street takes its name from one of our pioneer merchants, Wm. H. Davis; Howard street, from another pioneer merchant; Brannan street perpetuates the name of Sam Brannan; while Beale street brings to mind one of our heroic generals, and in early times an officer in the United States Navy; in Guerrero street is perpetuated the memory of one of our notable Spanish-American pioneers; Larkin street derives its name from a former United States Consul at Monterey; Jones street was named after Commodore Jones of the United States Navy, by the then Surveyor; Lavenworth street, from one of our old Alcaldes. The derivation of Sacramento street is sufficiently obvious, as is also that of

Mission street, leading for a time to the "Mission Dolores." Front street was long the water front of our city, while Commercial and Merchant streets, as names, are sufficiently explanatory in themselves.

THE STOCK AND BOND EXCHANGE.

The Stock and Bond Exchange of San Francisco, so called to distinguish it from the Stock Exchanges of this city, though, to use a figure of speech, young in years, may be looked upon as the foundation of a great future business that will be overshadowing in its importance. It is only of late years that the attention of our capitalists has been seriously directed to the bonanzas that lay untouched in the undeveloped resources, many and far outreaching, of our coast. Previously, mines and mining were the only things deemed worthy of attracting their attention, and millions for mines, not a cent for anything else, cannot be deemed a very grave exaggeration when given as the shibboleth of most of the moneyed men of San Francisco. Nor can this be wondered at, when the fact is remembered that the product of the mines of the coast within the lifetime of the present generation has exceeded two and a quarter billions of dollars in value. Slowly but surely, however, conviction dawned on the minds of men that there were undeveloped and never-failing bonanzas in other directions, and that while our resources in those of auriferous and argentiferous wealth were, as regards the present generation, practically illimitable, there were others that had no limit as long as a race of civilized men dwelt on our shores. Many were the companies formed in early days, cradled amid the hills and gulches of the mountains, where our precious metals were sought, that knew but little of the conventionalities that attend such matters amongst more conventional surroundings, but there comes slow but surely an end to all

these things. Companies for the furtherance of steam navigation, for the supply of gas and water, etc., began to be formed, and informal dealings in such securities to begin. Amongst the earliest stocks sold in this way were those of the Pacific Mail, the California Steam Navigation Company, and some others.

The business gradually grew in importance and standing, but the mode in which it was carried on was the reverse of satisfactory. Brokers did business on the street—on the curbstone perhaps would be the better mode of expressing it. The correct value of the stocks dealt in was difficult, often impossible to ascertain, the result being that bankers and others had no method of finding out what they could loan on them or how; while brokers themselves were but too frequently speculators, advancing or depressing the market as suited their convenience, making exorbitant commissions and gains, sometimes as much as \$5 per share. The result of all this was that business in them was restricted, the market values of the stocks unduly inflated or depressed, while the total volume of business was lessened, and its natural growth prevented. It was then proposed to organize a Board of their own. A call was issued for a meeting which was held in the office of Wohl & Pollitz. All the brokers responded and an organization was effected.

The first meetings were held in the same office—that is, for two or three days. The first business session was held on September 19th at the office of A. Baird, 320 California street. A committee was then nominated which found suitable rooms at 312 California street. Here, however, the Exchange held its sessions only a few weeks. The spacious rooms at 22 Merchants' Exchange were then taken and since that time the Exchange has there held its sessions. There were 21 members at starting, which number was increased

to 30 by sale of seats, which has been reduced to 26 since, by purchase and retirement therefrom. It is not the policy of the Exchange to increase its membership, but to keep it at its present number. There are, therefore, no seats for sale. The Exchange was organized September 18, 1882, and has had a brief but prosperous existence of somewhat over eight years. It is, therefore, in its infancy. It is, however, a very lively infant, and we may as well ask if such it is now, what is its future development to be? That must be answered by referring to the stock exchanges of London, New York and the bourses of the great cities of continental Europe, which in its methods it somewhat closely resembles. To show what this means, we may say that the sales on the New York Stock Exchange in 1886 were 100,802,650, or over one hundred million shares of the value of \$5,885,662,200, or close on six billions of dollars. Applied to the Stock and Bond Exchange of San Francisco this may seem like a wild and fanciful dream, but the New York Stock Exchange had equally humble beginnings with that whose career we are endeavoring so briefly to chronicle.

Like its prototypes of the East and Europe, our Exchange deals in railroad stocks, and in fact all stocks on the market, outside of mining. The number of these is increasing daily, and the existence of the Exchange enables the floating and the successful career of many. In no other way can many enterprises of undoubted merit be started successfully. It aids materially in the development of our manufacturing resources.

There are now dealt in U. S. bonds, State bonds, all the county bonds, five different city bonds, six railroad stocks, the bonds of sixteen different street and other railroads, the stocks of five water companies, those of six gas companies, of

eight different banks, of seven insurance companies, of six powder companies, besides twenty-three other different stocks and bonds. This is much more desirable than the old style, where sometimes the brokers made a big plum; but all the better pleased with the mode of business in fashion now. The bankers and commission houses were always sending round from one broker to another trying to get quotations, and no one knew what any stock was really worth. And those who lived at a distance found it impossible to do anything in them.

Many of the brokers were opposed to the change involved in the new departure, but the majority favored it and all ultimately came round.

There are no California State bonds for sale. There has been an enormous accumulation of money in the city during the past fourteen years, and any good stock or bond is eagerly sought after.

It is next to impossible to get hold of a share in the Savings and Loan Society. It is very hard to buy any of the stock of the Grangers' Bank. Pacific Bank stock cannot be had as it is all held by those that do not want to part with it. That of the San Jose First National is never dealt in.

FAVORITE INVESTMENTS.

Among the stocks and bonds where a considerable business is done we may note that of the Market-street Cable R. R., that pays 6 per cent on three millions and has sold at \$129. In North Beach and Mission, Omnibus and Presidio Railroad stock there is a considerable business. Spring Valley Water stock and bonds, the former, especially, are favorite subjects of purchase and sale. Sometimes over a quarter of a million dollars worth of shares are sold in a single week. The San Francisco Gas Company's stock also is very active and large sales are made at prices which make the whole of the

stock worth about six millions of dollars. Oakland Gas stock sells freely. Amongst powder stocks the Atlantic Dynamite, Giant, Safety Nitro and Vigorit are the favorite subjects of purchase and sale. In insurance stocks the California, Fireman's Fund and the Union seem to be more dealt in than others. In fact, most insurance stocks are splendid investments and holders do not care to let go. There has been a great sale for the shares of the Electric Light Company. The Hawaiian Commercial Company's shares have also proved favorite stocks during a couple of years past.

The State cannot pay over 6 per cent for money and cannot issue any unnecessary bonds, so no increase of business can be expected from this source. The counties are reducing the interest on their bonds and can redeem them at any time. They are thus less desirable objects of investment. Los Angeles county reduced the interest on its bonds from 7 and 8 to $4\frac{1}{2}$ per cent. New York stocks might be sold here to some extent, and in fact are.

There is, however, balm in Gilead. The organization and growth of new towns and cities must give rise to companies for the supply of gas and water, electric lighting companies and various others, all of whose shares can be placed on the Stock and Bond Exchange. Besides this, investors, finding that it is very difficult to buy other securities, will come to be increasingly interested in stocks and bonds representative of sound manufacturing enterprises. A great many new banks, too, will spring up all over the country whose shares will be legitimate objects of purchase and sale. There is, therefore, a great and certain sphere of usefulness before the Stock and Bond Exchange, which may well look forward to a career as a future rival of the leading exchanges of the old and new worlds.

Twelve years ago there were only a few brokers in this business. The majority of the brokers have not been in the business more than seven years. The charter members of the Board were: John Perry, Jr., August Helbing, R. G. Brown, Edward Pollitz, Andrew Baird, Edward Barry, H. Berl, George F. Bowman, N. Duperu, M. H. Grossmayer, J. Hausmeister, Mathias Meyer, I. Strassburger, Charles Sutro, Gustave Sutro, W. C. Bousfield, A. W. Blow, George L. Bradley, S. J. Frank, S. D. Hovey, and Frank Wohl. The last mentioned four are no longer members. All coming in after the first or charter members had to pay \$500.

Considerable business is done on behalf of country clients in Spring Valley, gas, and other stocks. In every town where there is a bank there are more or less investors.

Railroad securities are in most of the exchanges of the world the mainstay of the business, and so it must be here. The great hope for the future of the Exchange is the building of railroads controlled here, and the establishment of San Francisco as one of the foremost centers of the world where securities and enterprises of every grade will be negotiated as they are now in London.

About seven years ago there was a very great speculation in local securities, but apart from that the business for the past six months has been very lively in the Exchange.

As a matter of curiosity, we append the sale of the first few days, so that our readers may compare prices prevailing then and now.

September 19, 1882—20 shares Omnibus R. R., \$62; 20 do Presidio R. R., \$69; 50 do Safety Nitro, \$16 50; 50 do California Electric Light, \$7 75; 100 do Hawaiian Commercial Company, \$62.

September 20, 1882—20 shares Atlantic Dynamite, \$84; 100 do Safety Nitro, \$16 $\frac{1}{2}$; 50 do San Francisco Gas Light, \$56; 15 do Spring

Valley, \$117; 20 do Safety Nitro, \$15 75; 50 do Presidio R. R., \$70.

September 21, 1882—50 shares Presidio R. R., \$69; 50 do Atlantic Powder, \$82; 25 do Oakland Gas, \$27 $\frac{3}{4}$; 7 do Union Insurance, \$123 75; 10 do Bank of California, \$167; 50 do San Francisco Gas Light, \$56 50;

September 22, 1882—20 shares Presidio R. R., \$69 25; 50 do Heeia Sugar Company, \$7 50; 25 do San Francisco Gas Light, \$56 50; 30 do Presidio R. R., \$69; 20 Hawaiian Commercial Company, \$60.

September 25, 1882—1000 Spring Valley bonds, \$120; 50 shares Oakland Gas Company, \$28; 10 do Hawaiian Commercial Company, \$6; 50 do Safety Nitro, \$15 50; 100 do California Electric Works, \$7 50.

September 26, 1882—100 shares Hawaiian Commercial Company, \$59; 50 do Presidio R. R., \$69.

Toward the close of 1890, sales were made of the same securities as follows: California Electric Light \$15 to \$18; San Francisco Gas Light, \$56 $\frac{3}{4}$ to \$59; Spring Valley Water, \$93 50 to \$97; Omnibus R. R., \$31 asked; Presidio R. R., \$50; Safety Nitro, \$10; Hawaiian Commercial Company, \$14 $\frac{3}{4}$ to \$18; Atlantic Dynamite, \$44 00 asked; Oakland Gas, \$34 to \$34 50; Union Insurance, \$86 50; Bank of California, \$288 asked; Spring Valley Water bonds, \$120 $\frac{1}{2}$:

THE FIRE DEPARTMENT.

The Fire Department of early days did yeoman's service in the fires of these, but of course with the great ones they could not cope. The great fire of 1851 destroyed the business portion of the city—almost the whole city—leaving nothing on the outside but a rim like the spokes of a wheel. Mellus and Howard purchased in Boston a first-class fire engine worked by hand, paying for it themselves with ship freight added. On its arrival they presented it to the city. This was the first engine the city possessed. The

Howard Fire Company was then organized, with Mr. Howard as foreman. Of this company all the merchants and all the best citizens were members. There were many stories of heroism and devotion connected with the conflagrations of those days. One of the most courageous deeds was that of Thomas H. Selby and his companions, who shut themselves up in Mr. Selby's store and obtained from a well in the basement, dug for just such an emergency as this, water, which they continued to pour on the building to cool it, keeping this up with all the energy of despair. For hours the iron shutters were red hot and the party would fain have escaped from their perilous position had it been possible. But they could not; walls of fire enclosed the building on every hand. At last, however, the structure was saved, as the whirlwind of flame passed on.

On November 15, 1853, the Fire Department had thirteen engines, thirteen hose-carts, three hook and ladder companies, with 1200 names on the rolls. But these days of volunteering could not last forever, and by degrees the present department was organized. An attempt which we hope may be successful is now being made to have it a fully paid Fire Department, and no doubt ere long it will be. It has rendered excellent service in its day, and many volumes might be written descriptive of its unpurchasable services and the many deeds of daring and heroism performed by its members, whether volunteer as in the olden days or partially paid as now. Many of the proudest and best merchants, bankers and capitalists have distinguished themselves in its service and in those of humanity, as well as many others less distinguished in social scale. It was long considered a matter of pride for our citizens to belong to it. Its present head, Chief Scannell, has occupied his responsible position for years, and is noted throughout

the Western world for the efficiency of his force, and his success in fighting fires. The department as now organized consists of a Board of Fire Commissioners, who act without compensation, a Chief Engineer, one First Assistant Chief Engineer, one Second Assistant Chief Engineer and five Assistant or District Engineers, seventeen steam fire engine companies, seven hose companies (including a fire-boat) and five hook and ladder companies, comprising a force of 362 men of all grades and positions.

THE PRESS.

We have already given the story of the genesis of the newspaper press in San Francisco when the *Californian* filled the field, and not unacceptably for that day and generation. We have also noted how it came to be merged into the *Alta California*, at present the sole link in the newspaper world connecting the present with the past. San Francisco had scarce begun to assume form and consistence as a city ere other aspirants for journalistic fame appeared. In 1850, when the addresses of people could not be given in the first Directory because the houses had no numbers, E. Gilbert & Co. published the *Alta* on Washington street, opposite the Plaza, which was then the center of city life. Washington Bartlett, afterwards a distinguished lawyer, then Mayor, then Governor, fathered the old *Journal of Commerce*, which hung out its shingle on Montgomery street near Washington. The *Journal* was not destined to a very prolonged existence, and was subsequently merged in another paper. It did not bring editor Bartlett many shekels and he found it dull, stale, flat and unprofitable. John Nugent was the presiding genius of the *Daily Herald*, published by Nugent & Co., not far from the office of the *Journal of Commerce*. For long years the *Herald* was the leader in San Francisco journalism and literally

coined money, but in an evil hour it fell. It had been the Democratic representative, but it so antagonized the feelings of the mercantile community on questions connected with the war, that its principal patronage was withdrawn. The story goes that on a certain occasion it published an article strongly Southern in its tendencies. The evening before, it is also said, the proprietors of the *Alta* had two articles written, one favoring the South, the other, the Union, and could not decide which to publish. It was only at midnight that one of the proprietors, a gentleman formerly well known, but now numbered with the majority, rushed back to the office, had the pro-Southern article distributed, and the other published in its place. Next, a crowd of merchants could be seen going to the office of the *Herald*, ordering out their advertisements and taking them to the *Alta*, which thus took the place previously held by its competitor, and for a long series of years retained it. The *Herald* lingered along, finally ceased its separate existence, and though Nugent afterwards resuscitated it, its prestige was gone, and now the later generation of San Franciscans hardly even know that it ever existed. Nugent was a talented journalist, and a duelist. The *Alta* has experienced several changes of ownership. It was once owned by Messrs. Fitch and Pickering of the *Bulletin and Call*, and for a long time by McCrellish and Woodward, and has for some years been edited by John P. Irish, a talented journalist and a noted factor in the political world. For long it was Republican, but under Col. Irish's management and now flies the flag of the Democracy. But to return to 1850. There were also published the *California Courier*, the *Pacific News*, and the *Evening Picayune*, all daily, and the *Watchman*, a monthly. Six dailies for a small community such as that of San Francisco at that early day was a respectable representa-

tion, seeing that after the lapse of forty years we have only nine newspapers published daily in the English language. In the interim many have been the journalistic ventures, only a comparative few of which have survived, and fewer still that have flourished. It is, of course, not our intention here to tell the secrets of the prison house, but we would if we could a tale unfold. However, we forbear. One of the old papers of the city was the *Placer Times and Transcript*, which, as its name implies, was the result of a journalistic pooling of issues on the gold fields. It was moved from Placer to San Francisco, and as it was the medium for a great deal of profitable legal advertising, laid the foundation of the fortunes of its proprietors, Messrs. Fitch and Pickering.

The *Call* was founded in 1856 by a number of printers out of employment, the only one who is now connected with it being Mr. George Barnes, the father of dramatic criticism in San Francisco. It was afterwards purchased by Messrs. Fitch and Pickering, previously of the *Alta*. Ever since it has flourished, and now may be considered one of the leading papers in the West, occupying a somewhat similar position in this city to that which the *Philadelphia Ledger* does in the Quaker City. Mr. Fitch is well known as one of the oldest and hardest workers in the rank of metropolitan journalism. He was, in former days, connected with the commercial press but left that portion of the field to others, as he concluded there was nothing in it. Mr. Pickering was connected with the press in St. Louis, Mo., before the days of '49 and is still one of the ablest contributors to the editorial columns of our city press.

The *Bulletin* was founded by James King of William, who started in with a capital of \$500, much against the remonstrances of friends. He, however, succeeded in making one of

the brightest and best papers San Francisco has ever seen. He fought the corrupt elements unceasingly. After an attack on J. P. Casey, the editor of a rival paper, he was shot by that gentleman. Casey was afterwards executed by the Vigilance Committee. Subsequently, the *Bulletin* was purchased by Messrs. Fitch & Pickering. The *Bulletin* has long been one of the leading papers of the city, and has a character for conservatism, solidity and reliability, especially amongst business men. The *Chronicle*, the *World* of San Francisco journalism, was founded by Charles and M. H. De Young in 1865, and has long been the especial rival of the *Call*, the same love existing between them that usually does in such cases. The *Chronicle* was at first simply a dramatic paper, but grit and energy, with good business judgment, soon pushed it beyond those narrow bounds, and it became a regular daily paper. It has flourished exceedingly, and no better proof of the fact need be adduced than the magnificent building in which it is now housed. Charles de Young, for long years the conductor, was shot by I. M. Killoch. Since that time his brother has conducted it with pronounced success. He is besides prominent in other matters. The *Examiner* was started as an evening paper in 1865 by three gentlemen, the most noted of whom was Philip Roach, a gentleman of education and culture, a forcible writer and an able linguist, being able to address public meetings in the language of almost any of the people that can be found in cosmopolitan San Francisco. He was in early days United States Consul at Lisbon, and was long in this State a power in the political world. The paper which he edited was, however, never over-prosperous. It was sold to the late Senator George Hearst in 1879. He decided to place it under the management of his son, and to make

a morning paper of it. He was bitterly opposed on the occasion of his running for United States Senator by most of the other papers, but he made them pay dearly for it, as he doubled the size of the *Examiner*, and all the other morning dailies were obliged to follow his example. He poured out money like water in his effort to make his paper the leader in metropolitan journalism, and with the hope eventually of being reimbursed. He was one of our richest mine owners. The *Examiner* always has been staunchly Democratic, and leans towards the free trade wing of the party. The *Evening Post* was started as a penny or cent paper in 1871 by Harry George, of Single Tax fame, Wm. M. Hinton, Frank Mahon, and a young Frenchman named Rapp. It was quite successful, but in an evil hour its proprietors concluded to add a morning daily to their newspaper property. They for a long time published one of the smallest morning dailies ever seen in any city. But it did not pay, and at last involved the proprietors so deeply in debt that they were obliged to part with it to Senator Jones of Nevada, who placed it in the Republican column, where it has ever since remained. It has changed proprietors many times. It is bright, newsy, and spicy, and a favorite as an evening paper, irrespective of the politics of its readers, but we do not believe that its conductors have laid by any shekels. The *Daily Report* originally saw the light of day as a daily stock list—the *Stock Report*. Away back in the seventies it was owned by Alfred Wheeler. After a while it commenced publishing a little mining news, and developed into a daily mining paper. Being successful in obtaining a contract to do the city printing, it began to extend its sphere of usefulness and to adventure into the domain of general news. Being successful year after year in holding the city printing

contract, no matter what the politics of the Board of Supervisors, it prospered and became more and more of a newspaper, until at last it came to compete strong'y with the other evening dailies in their own field. The fact that it has continued to hold the city printing against all comers has started an irrepressible conflict between it and all its contemporaries, whose commentaries on the situation have been bitter and caustic, and the *Report* has not been backward in returning the compliment.

The commercial interests of the city being special in their nature have for a long series of years called for the publication of journals specially devoted to them. Of these, in the order of seniority, we may mention the *Commercial Herald*, which dates away back in the fifties, the *Journal of Commerce*, established in 1872, the *Commercial News*, the *Grocer and Country Merchant*, and the *Herald of Trade and Wood and Iron*, the two latter weekly. The founder of the *Journal of Commerce* was William H. Murray (now its Secretary), while he and James O'Leary (its editor) have together labored in the field of publication for a long series of years. A feature with it, is its commercial, industrial, financial and other statistics. In this field it bears the palm, and is accepted as authority by the bureaus at Washington and by the Consuls of all the leading nations represented in our city. It also does business in the legal, insurance and mining fields, and is devoted to general news and information as well.

The number of papers devoted to specialties is legion. We may mention here the *Scientific Press* and the *Pacific Rural Press*, published by Dewey & Co. The editor of the *Rural Press* is W. B. Ewer, a gentleman also interested in the *Journal of Commerce*, one of the oldest editors not only on the Pacific Coast, but also in America, and one of erudition and industry. Charles

G. Yale and W. F. Wickson, editors, the one on the *Mining and Scientific Press*, the other on the *Pacific Rural Press*, are each an authority in his line.

The *Monitor* represents with ability the interests of our Irish-born and Catholic fellow citizens.

Amongst magazines we can boast of the *Overland Monthly*, originally established by John H. Carmany & Co., and where Bret Harte laid the foundation of his fame, and under its revival edited for a long time by Charles H. Shinn, a poet and able writer. It has not, however, proved a gold mine to its owners.

Amongst strictly religious papers we have the *Occident*, the *Christian Advocate* and the *Hebrew*, as well as many others.

Amongst the literary weeklies we have the *Argonaut*, the *News Letter* and the *Argus*. The *Argonaut* is indebted for its success to the personality of Frank Pixley, who is a good hater, and whose dislike—in print—of the Hebrews and the Pope's Irish is proverbial. Outside of these two favored classes, which are nearly always remembered, he hits around pretty impartially. He is a good writer and speaker, and, too, a good hater. The *News Letter* is also supposed to be representative of English Pacific Coast opinion, and manifests amongst its staff literary ability of a very high order. The *Wave*, a bright, spicy society paper, was started in 1890 at Monterey. It is now published in San Francisco, and has been a pronounced success.

Music and Drama makes it alternately pleasant or uncomfortable for the ladies and gentlemen who don the sock and buskin.

The *Wasp*, an illustrated weekly after the style of *Puck* and the *Judge*, has had a chequered career. It is now in good hands.

Amongst our German fellow-citizens the *Demokrat* represents Democratic opinion in the language of the fatherland; the *Abend Post*, Republi-

can ideas. Both are well conducted papers, the *Demokrat* being a morning and the *Abend Post* an evening paper. *La Republica* is the oldest and most important of our Spanish papers. *La Voce del Popolo* and *L'Italia* represent our Italian-speaking citizens, *L'Elvezia* those of Swiss-Italian origin, *La Voz Portuguesa* those who speak Portuguese. Our local French press has always been important. It is now represented by *Le Franco Californien*. We used to have several papers published in the language of La Belle France. The French paper is Democratic in its political faith. All the other foreign papers not specially mentioned are independent.

Outside of these there is a multitude of publications of which it were vain to even keep account, a few permanent, but most belonging to the natural order *ephemeridae*. The doubling in size of the leading dailies during the past couple of years did not have a healthy effect on their several exchequers, and they are now only beginning to recomp themselves for the necessarily increased outlay which for a long time did not bring any increased remuneration. With the exception of about three leading journals and a couple of smaller ones, none have made money, but all look to the future growth and importance of the city to repay them for their labors in the past.

BENCH AND BAR.

The profession of the law from the very earliest ages has attracted to it some of the very best and brightest minds whose genius has shed a luster on our common humanity, and San Francisco is no exception to the rule which has prevailed so widely and so long. We can boast of many able and distinguished men whose renown as advocates, whose learning and research not less than their eloquence and the eminent services they have rendered to

the commonwealth have given them a national reputation. San Francisco — California — derives much superadded glory from their labors. They are ever foremost in defending her interests or her character when assailed, and they may be found in the Legislature and in Congress as well as arduously engaged in the exercise of their laborious profession.

The skill of our advocates has attracted attention wherever the English language is spoken, while their character generally as able pleaders and as good practitioners is far above the average prevailing in this country. The roster of men of eminence in this profession has been more liberally contributed to by San Francisco than by any other city of its size in the United States. From the ranks of the profession men of the greatest eminence not only in the State, but even in the councils of the nation have been drawn. They have been distinguished on the Supreme Bench. As a body our lawyers have ever been noted for honor, integrity and patriotism. Ever zealous for the glory of the city and the commonwealth, they have never been wanting when one or the other was assailed. As years pass by they have been able to justly claim more and more distinction for learning and renown at the hands of their fellow-citizens, and form a phalanx of which the city may well be proud.

It must not, of course, be imagined that San Francisco always possessed such a distinguished body of exponents of jurisprudence as she has now. The beginnings of the profession were very crude indeed. In the days of Spanish and Mexican dominion, the magistrate generally dispensed justice without the aid of advocates. In the early days of the American occupation, ere yet American jurisprudence had assumed full sway, a few wandering advocates found their way hither, whose knowledge of the law

was limited indeed, and who not infrequently served to hopelessly entangle magistrates as well as themselves and the litigants in the endless mazes resulting from a mixture of Mexican and American law. In 1846 the want of law books seriously embarrassed those who tried to practice, and many amusing complications were the result. In one instance a smart practitioner borrowed his opponent's law book for a few minutes—it was the only one in Yerba Buena—and having got the law therefrom, unexpectedly and triumphantly floored his adversary, who, though the possessor of the book, seems to have been entirely ignorant of its contents. By degrees, however, law books and lawyers, too, began to find their way to San Francisco, and some of the most eminent of our practitioners found honor and reward in the practice of their profession in the rising city. Amongst those early professors we may note Alcalde Hyde, who recently died; Col. John W. Geary, first Alcalde under American rule; the well-known Hall McAllister, who was here in the days of forty-eight; Horace Hawes, Prosecuting Attorney in 1848-9; Myron Norton and John J. Lippett of the same epoch; L. W. Hastings, E. P. Jones, Chas. E. Pickett, Col. Russell, Col. J. D. Stevenson in 1850, and H. P. Hepburn in the same year. Amongst the leading attorneys in 1849 were J. B. Hart, Michael T. O'Connor, Frank Turk and Temple Emmet Peachy, besides others already mentioned. Judge Leander Quint sat on the bench in the early fifties.

The San Francisco Bar Association was organized April 20, 1872, and has had a most beneficial effect in raising and keeping up the status of the profession, and in purifying its ranks of the unworthy and ignoble. It has two hundred members, the peers in intellectuality, honesty, earnestness and patriotism of any body of citizens in the country. Its ob-

jects are to sustain the honor and dignity of the profession, and to increase its usefulness in the promotion of the due administration of justice, and cultivate social intercourse amongst its members. Its headquarters are at 123 Post street. E. R. Taylor is the President, F. T. Deering, Secretary; B. A. Hayne, Corresponding Secretary, and John M. Burnett, Treasurer.

The San Francisco Law Library Association was organized in 1865. The library has 29,831 volumes. It is located at the new City Hall. The officers are J. P. Hoge, President; Ralph C. Harrison, Treasurer; J. H. Deering, Secretary and Librarian. It is supported by a contribution of \$1 made by each plaintiff when commencing suit in our courts.

The following picture of law and lawyers in the early days is from the pen of George W. Hyde, lately deceased: A suit in reference to some matter connected with the affairs of the City Hotel was brought before Washington A. Bartlett, then Alcalde; Jones and Pickett counsel for plaintiff, Hyde for defense. Plaintiff's attorneys demanded a jury at the last moment. The Alcalde was willing, but required a deposit of \$100 to be made in court by the parties litigant, as security for payment of jurors, as there was no law here to secure payment of jury. Defendant's counsel was agreeable. Plaintiff's counsel objected, but after some talk the Alcalde accepted the word of honor of counsel to pay the jury fees, whichever side lost. Trial followed next day, and the result was a verdict for defendants at the end of the week. Plaintiff's counsel laughed at the Alcalde, alleging that he had no right to summon a jury, when he demanded the money.

When Mr. Hyde was appointed to the office while Bartlett was held prisoner by the Mexicans, another cause was brought by these gentlemen in reference to a contract to furnish hay. In this case a jury was de-

manded; Hyde consented, providing a deposit of \$100 was made in court by the contestants to secure payment of jury fees. They declined to deposit. After some little talk, the Alcalde, Hyde, suggested that the matter be referred to the Commandant on appeal, and if decided in their favor, all right. The question was referred and the Commandant decided against them, and also submitted that they must also pay the fees in the first cause tried before Bartlett. Hence the squibs in the *Star* assailing Hyde for denying an American citizen the right of trial by jury, joined with a mendacious allegation of the Alcalde smoking in court during court hours. Before and after these hours the room was Hyde's private home, where he lived, having been obliged to take the office there when the authorities took military possession of the Custom House, where the office had been located.

The following are the dates of arrival of some of our older lawyers:

NAME.	DATE OF ARRIVAL.
Broderick, David C....	Jan. 13, 1849
Cole, Cornelius.....	July 20, 1849
Chadbourne, Jabes....	Aug. —, 1849
Dwinelle, Sam'l H....	Oct. —, 1849
Gorham, Geo. C.....	Dec. 19, 1849
Hawes, Horace.....	Apr. 4, 1849
Highton, Henry E....	Oct. 3, 1849
Halleck, Bailey and Billings.....	—, 1850
Halleck, Henry W....	Jan. 23, 1847
Haight, Henry H.....	Jan. —, 1850
Hyde Geo.....	July 15, 1846
McAllister, Hall.....	June 4, 1849
Sargent, Aaron A....	Dec. 13, 1849
Winans, Joseph W....	Aug. 29, 1849
Yale, Gregory.....	Dec. 28, 1849

THE STAGE.

"All the world's a stage, and all the men and women merely players." Thus writes one of, if not the greatest poet of all time, and the force of his pithy lines is by no means lessened when applied to events and things, manners and

men in San Francisco, and is therefore especially applicable to the following pages. It is not of that, however, that we would now discourse, but rather of the rise and progress of the stage in San Francisco. It is worthy of much broader treatment as also of a much more exhaustive one than can here be given to it. In this brief reference we touch merely its material aspect, and that solely on account of the prominent business standing of many of its leading representatives. It employs capital of \$3,000,000, while not less than four to five hundred people of all degrees and shades of excellence in tragedy, comedy, music, and the kindred arts minister to the enjoyment and cultivated tastes of a fastidious and discriminating public.

Generally blessed with abundance of means, either as successful miners or as rich and well-to-do business men, San Francisco was early a liberal patron of anything meritorious bearing any relation to the stage. The first style of amusement was that afforded by the ever-popular circus. Early in 1849 a Mr. Rowe started one at the corner of Kearny and Clay streets. The performance was, as usual, given under canvas. A Mr. Foley established another in the course of the same year. As the population was rapidly augmenting there was room enough for both. The general admission was \$3, while the private stalls commanded as much as \$55 each. Notwithstanding this high price both places were crowded. The first concert was given June 22d of the same year by Stephen C. Massett. The price of seats was \$3 which seemed to have at that time been the generally recognized tariff. There were only four ladies present, a fact which testified to the absence of lovely woman from the scenes and pursuits of that early epoch. The first theater in the State was the Eagle Theater at Sacramento. It was a canvas structure

with a gambling house in front—we suppose to lend spice and variety to the scenes from the tamer life of other lands depicted on its boards. The Eagle Theater Company gave in Washington Hall, in San Francisco, January 16, 1850, the first performance of the kind ever witnessed in our city. The play was "The Wife," with an afterpiece, "The Sentinel; or, The Deserted Post." The principal actors were Messrs. Atwater, Wright, Daly, McKay and Mrs. Frank Ray. The venture was a pronounced success, but at the end of the week the treasurer lost the proceeds at monte and the company broke up. We cannot, however, regard the act of the defaulting official as at all typical of the times. After this the theater languished for a while, but finally people wanted something better than the circus could give them, and Mr. Rowe added a stage to this establishment. It was very popular and he made money and reputation both by the venture.

But the time had come for a legitimate theater, and in April, 1850, a little one was established on Montgomery street. This was followed in September of the same year by the Jenny Lind Theater on Kearny street near Washington. Another was built on Clay street, but lacked prestige, and never was able to make its way into popular regard. The Jenny Lind, destroyed by fire, was rebuilt by Mr. Thomas Maguire, and had a new lease of public favor, but was eventually sold to the City and County of San Francisco for \$200,000 in July, 1852, and is now known as the old City Hall. But both as theater and municipal palace, it had long outlived its usefulness. The old Adelphi was erected in 1851 on Dupont, near Clay, while the American Theater became a caterer for the public patronage on Sansome street near California on October 20th, of the same year. The San Francisco Hall was opened on Christmas eve of the next year. Miss

Laura Keene, the celebrated actress, opened the Union in 1853. The Olympic, too, came forward as an aspirant for popular favor, while the old and long famous Metropolitan opened its doors to the public in the same year. Its first production was that sterling old comedy, "The School for Scandal." The house noted served the public well for many a day, and it was not till long after that San Francisco enjoyed the luxury of a new theater. On January 11, 1864, Maguire's Opera House was opened with "Mazeppa" as the attraction. Subsequently, on the appearance of Edwin Forrest as Virginius, a gentleman paid as high as \$1,000 for a choice of seats. The old California was opened in 1867 under the management of John McCullough and Lawrence Barrett, and at once became the theater of San Francisco. It filled a place that hitherto had been supplied by no other. Its stock company was one of the best in the world, including such actors as Keene, Wilson, Edwards, McCullough, Barrett, and Mesdames Saunders, Bateman and Judah. Mr. Barrett soon after retired, and Mr. McCullough became the sole lessee, with Mr. Barton Hill as acting manager. But the stock company was finally broken up and scattered. This was the scene of some of McCullough's greatest triumphs, while nearly all the leading people of the profession at one time or another have trodden its boards.

After being closed for a long time, the old California was torn down in December, 1888, and the new one opened in May, 1889, with Booth and Barrett as attractions. Upwards of \$20,000 was taken in as premiums on that occasion. It is in its appointments one of the finest theaters on this continent. With Mr. Al Hayman as proprietor and Mr. Harry Mann as manager, it has all the promise of a most successful theatrical venture.

The Bush was on the north side of

the street above Montgomery, and is now known as the Standard. As such it was long a favorite with the lovers of minstrelsy, and has witnessed some of the triumphs of several actors and actresses of note, Emerson amongst them. Of late years it has been unsuccessful.

The Alhambra Theater (now the New Bush) on the south side of the street has long been successful under the proprietorship of Mr. M. B. Leavitt and the management of J. J. Gottlob.

The Baldwin Theater was built in 1875 by E. J. Baldwin in connection with the hotel of the same name, and has quite an eventful history. It is one of the handsomest theaters in the West. It was opened in 1876 by Barry Sullivan in "Richard III." Most of the renowned actors and actresses have played their parts on its stage. Barry Sullivan, Booth and Barrett, Madame Modjeska, Bernhardt, Salvini, Wilson Barrett, Florence, Rignold, and a host of lesser lights, have delighted the San Francisco public during the later years. The leading American and European combinations have appeared on its boards. It was not a remarkable success until Al Hayman took charge. Since then it has been a fortune to its manager. It has a seating capacity of 1,602.

The Alcazar, built by M. H. de Young of the *Chronicle*, and opened November 16, 1885, has been one of the most successful of San Francisco theaters. It is located on O'Farrell street between Stockton and Powell, just where the residence portion of our city begins north of Market street. The famous singer Emma Nevada was the attraction on the opening night, and has been followed by first-class performances ever since. The seating capacity is about 1,100. The interior is of Moorish design and abounds in elegant fresco work on a ground of stucco. The floor is covered with richly colored carpets, while the seats are cushioned

with velvet. Messrs. George Wallenrod, L. R. Stockwell and S. O. Willey are the managers.

The Powell Street Theater, opened early this year, has, as yet, been financially a failure.

The Tivoli Opera House was opened in 1879 by the Kreling Brothers, and as a place where light and comic opera has been given at popular prices has achieved success. Grand opera has also been produced there. There is no other place of amusement on the coast where such excellent performances are given where the price of admission is only 25 cents, with 25 cents extra for an excellent reserved seat.

The Orpheum, opposite the Alcazar, on O'Farrell street, was opened on June, 1887, to give the public cheap music after the European style, Mr. Gustav Walter being the proprietor.

The Grand Opera House, one of

the finest theaters in America, built in 1873, has been known also as Wade's Opera House, and has witnessed some notable triumphs of the dramatic art, but for a long time it remained closed, and for some inexplicable reason has not achieved the success that it should and ought.

Besides those already mentioned there was the Bijou opened by Mr. William Emerson in 1889, subsequently known as the Casino, but now closed.

A new temple of the drama will soon be opened on Market and Hayes streets, while still another has been projected to be built on the site of the old St. Ignatius Church.

The seating capacity of the various theaters is as follows :

Alcazar, 1,100 ; Baldwin, 1,602 ; Bush Street, 1,200 ; California, 1,700 ; Casino, 800 ; Grand Opera House, 2,400 ; Orpheum, 1,700 ; Powell Street, 1,300 ; Standard, 1,000 ; Tivoli Opera House, 1,600.



Our Commerce and Manufactures.

Not far from seventy years have elapsed since the first keel outside of the boats of the missionaries or some stray craft from Mexico furrowed the waters of the bay, and not much over forty years since the port was opened to the world of shipping, yet the rank to which we have attained amongst the commercial cities of the East is surprising, especially when the comparatively small population of the coast is taken into consideration. The following were the imports for the fiscal year ending June 30, 1890, for leading ports as given by the bureau of statistics :

New York.....	\$472,153,507
Boston	66,731,023
Philadelphia	48,520,602
San Francisco.....	48,425,760

Baltimore, Md., New Orleans and others are all a long way behind. San Francisco is the fourth, but the difference between it and Philadelphia is so small that they can almost be called a tie. It will soon exceed Philadelphia, and will not be long in catching up with Boston, so that ere many years have elapsed it will be our second city in point of importance as regards foreign imports.

It does not occupy as good a position in regard to exports. Here Baltimore, as a great shipper of wheat, corn and cotton, excels it, and New Orleans especially as a shipper of cotton :

New York.....	\$310,928,151
New Orleans	83,222,734
Boston	65,868,460
Baltimore.....	50,602,996
San Francisco	37,043,100
Philadelphia	29,707,439

The other ports are but of small account. Here San Francisco takes precedence of the great city of Philadelphia, with a population exceeding a million. It is fifth on the list.

When we take the whole foreign trade into consideration we find that our city takes rank as fourth. The figures are as follows:

New York	\$783,081,658
New Orleans.....	97,715,214
Boston	132,599,483
San Francisco.....	85,468,860
Baltimore	65,826,840
Philadelphia	78,228,037

And though last, not least, it is the only port in the United States of any size where the tonnage of American and foreign vessels entering and departing is anywhere nearly equal.

OUR IMPORTS.

The foreign import trade of the past six years thus compares:

FREE.

1885	\$22,511,224
1886	28,546,203
1887	28,161,146
1888	29,655,469
1889	34,271,337
1890	29,463,946

DUTIABLE.

1885	\$11,533,183
1886	11,036,343
1887	13,445,538
1888	18,953,731
1889	17,016,969
1890	16,130,179

ENTERED FOR CONSUMPTION.

1885	\$30,744,608
1886	36,968,333
1887	38,763,688
1888	42,396,074
1889	47,256,009
1890	40,053,483

WAREHOUSED.

1885	\$3,299,799
1886	2,614,218
1887	2,842,996
1888	6,213,126
1889	4,032,297
1890	5,540,642

AMERICAN VESSELS.

	1888.	1889.
Steam	\$14,510,069	\$13,720,282
Sail	10,641,962	12,956,865
Total ...	\$25,152,031	\$26,677,147
	1890.	
Steam	\$11,581,246	
Sail	10,335,188	
Total	21,916,434	

FOREIGN.

	1888.	1889.
Steam	\$13,703,939	\$15,810,857
Sail	9,753,230	8,800,302
Total ...	\$23,457,169	\$24,611,159
	1890.	
Steam	\$14,838,248	
Sail	8,837,818	
Total	\$23,676,066	
	1888.	
Cars without appraisement..	\$2,617	
	1890.	
Cars without appraisement..	\$1,625	
	1888.	1889.
By sea direct....	\$44,627,474	\$47,311,547
By rail....	3,981,726	3,976,759
	1890.	
By sea direct.....	\$42,080,329	
By rail.....	3,513,796	
TOTALS.		
1885	\$34,044,407	
1886	39,582,551	
1887	41,606,684	
1888	48,609,200	
1889	51,288,306	
1890	45,594,125	

It will be here noted that the principal falling off has been in the quantity of free goods imported, the decline in dutiable having been comparatively small. There was, too, an increased quantity warehoused and a very large falling off in goods entered for consumption. There was a falling off of about 17 per cent in the proportion of goods carried in American vessels, and a very slight one in goods carried in foreign vessels. Nevertheless, it is still true

that there is more merchandise carried in American bottoms than in any other part of the United States. The decline in imports by rail has been slight—most of it being by sea. We have, however, shipped over forty millions by sea, while our exports by rail have been about one hundred million pounds, 25 per cent more than in 1889. Of this last, 15 per cent increase belongs to San Francisco. We cannot claim that our manufacturing business has increased much during the year, but it has held its own.

THE TRADE OF SAN FRANCISCO

For 1890 may be summed up as follows:

Imports from foreign countries	\$45,594,125
Imports by rail	22,000,000
Imports by steam and clipper	16,000,000
Exports by sea	40,033,421
Exports by rail	40,000,000
Manufactures distributed on the coast	87,000,000

Total

This is a small percentage over 1889.

Here we include the value of canned goods, etc., shipped from other points, but distributed by San Francisco capital.

IMPORTS OF TREASURE BY SEA FOR 1890.

The following includes all by sea, but not by rail:

GOLD.

Foreign bullion and bars.	\$428,359
American coin	245,027
Foreign coin	5,132,834

Total

SILVER.

Foreign bullion and bars.	\$2,656,473
American coin	1,490
Foreign coin	1,382,976

Total

Grand Total

EXPORTS OF TREASURE IN 1890.

Mexican Dollars.....	\$6,832,998 00
Cold coin.....	4,666,738 00
Silver bars.....	302,900 00
Currency and nickels.....	297,524 00
Silver coin.....	844,041 00
Foreign dollars.....	1,318 00
Gold dust.....	17,587 00
Gold bars.....	10,300 00

Total, 1890.....	\$12,973,406 00
Total, 1889.....	22,480,939 88
Total, 1887.....	25,668,001 00
Total, 1886.....	27,129,403 00

CALIFORNIA PRODUCTS.

The industrial products of the State for 1890 may be given as follows :

Wheat.....	\$24,000,000
Cattle and sheep, slaughtered.....	33,000,000
Gold and silver.....	14,500,000
Fruit.....	20,000,000
Barley.....	9,000,000
Wine and brandy.....	8,000,000
Cereals, unspecified.....	7,500,000
Lumber.....	7,000,000
Wool.....	6,000,000
Dairy produce.....	7,000,000
Quicksilver.....	1,200,000
Base bullion and lead.....	1,500,000
Other base metals.....	1,000,000
Salmon.....	250,000
Coal.....	300,000
Other products.....	1,000,000

Total.....	\$141,250,000
Manufactures.....	180,000,000

Total.....\$321,250,000

Following is a statement of the leading products of California since 1848 :

Gold.....	\$1,347,300,000
Wheat.....	756,000,000
Dairy products.....	213,500,000
Barley.....	193,000,000
Wool.....	167,000,000
Fruit.....	126,000,000
Lumber.....	104,000,000
Quicksilver.....	75,000,000
Wine and brandy.....	64,000,000

Base metals.....	52,000,000
Silver.....	34,000,000

SAN FRANCISCO MANUFACTURES IN 1890.

There has been a slight increase in the value of our manufacturing industry during the past year. In some directions there has been a falling off, in others an advance, but on the whole we progressed a little:

Pounds.	Value.
Food.....	\$50,000,000
Metal.....	10,000,000
Textiles, etc.....	13,500,000
Lumber, etc.....	14,500,000
Leather, etc.....	10,500,000
Miscellaneous.....	20,000,000

Total.....\$118,500,000

The capital invested here is about forty-eight millions, the material used seventy-four millions of dollars.

IMPORTS FOR 1890.

From—	Amount.
Australasia, British.....	\$1,195,047
Asiatic Russia.....	94,652
Belgium.....	725,875
British East Indies.....	1,399,945
British Columbia.....	1,570,052
Canada.....	2,970
Central America.....	3,012,517
Chile.....	416,751
China.....	5,699,635
Cuba.....	407,306
Dutch East Indies.....	1,485,792
Ecuador.....	99,083
England.....	4,559,803
France.....	1,246,595
Germany.....	1,156,008
Hawaiian Islands.....	12,363,450
Italy.....	158,271
Ireland.....	32,908
Japan.....	7,847,974
Mexico.....	800,064
Philippine Islands.....	957,954
Scotland.....	92,609
Tahiti.....	213,107
All other Islands and ports.....	55,757

Total.....\$45,594,125

SAN FRANCISCO EXPORTS BY SEA 1890. U. S. States of Colombia 108,663

FOREIGN.

Apia.....	\$47,643
Asiatic Russia.....	139,735
Australia.....	1,088,605
Batavia.....	2,880
Belgium.....	1,073,583
Bolivia.....	402
Bombay.....	2,813
British Columbia.....	903,180
Calcutta.....	4,247
Canada.....	13,282
Central America.....	1,749,046
Chile.....	27,935
China.....	3,114,757
Corea.....	1,585
Ecuador.....	153,321
England.....	8,673,924
Fiji Islands.....	3,221
France.....	2,195,471
Germany.....	199,297
Gilbert Islands.....	230
Hawaiian Islands.....	4,184,086
India.....	30
Ireland.....	7,968,579
Jamaica.....	35
Java.....	192
Japan.....	717,363
Kirkee.....	109
Kotta Badja.....	431
Labuan (Borneo).....	75
Manila.....	59,667
Marshall Islands.....	42,407
Marquesas Islands.....	41,422
Mexico.....	1,470,686
New Zealand.....	186,467
Padang.....	904
Penang.....	7,402
Peru.....	257,766
Pitcairn Islands.....	500
Raratonga.....	4,485
Rio de Janeiro.....	493,661
Samarang.....	1,890
Scotland.....	3,730
Singapore.....	13,578
Sourabaya.....	5,720
South Sea Islands.....	2,517
Tahiti.....	326,326
Tasmania.....	1,186
Tegal.....	32
Trinidad (W. I.).....	253

Total.....\$35,295,319

EASTERN.

Baltimore.....	\$2,598
Boston (Mass.).....	180,847
Bridgeport (Conn.).....	209
Burlington.....	250
Charlestown (S. C.).....	1,409
Chicago.....	32,783
Cleveland (Ohio).....	900
Columbus (Ohio).....	450
Des Moines (Ia.).....	900
Fall River (Mass.).....	334
Fort Benton (Mont.).....	3,111
Gloucester (Mass.).....	3,119
Lawrence (Mass.).....	12,000
Lynn (Mass.).....	3,336
Lewiston (Me.).....	785
Maryland.....	34
Maine.....	5,500
Manchester (N. H.).....	16
Massachusetts.....	87
Norfolk (Va.).....	250
New York.....	3,969,618
New Jersey.....	1,300
Pennsylvania.....	848
Philadelphia (Pa.).....	18,337
Pittsburg (Pa.).....	2,174
Providence (R. I.).....	534
Rhode Island.....	189
St. Paul (Minn.).....	5,400
Virginia.....	83
Washington.....	1,810
West Concord.....	8,891

Total.....\$4,258,102

Total amount of shipments by sea
from the port of San Francisco for
the year ending December 31, 1890 :
Foreign.....\$35,295,319
Eastern.....4,258,102

Total.....\$39,553,421

LEADING IMPORTS 1890—COFFEE.

Imports of coffee in 1890, accord-
ing to Custom House statistics :

	Pounds.	Value.
Costa Rica.....	3,745,592	\$759,830
Guatemala....	6,658,578	1,132,844

San Salvador	6,829,464	1,033,348
China	788,848	161,343
British East Indies.....	466,061	84,839
Hawaiian Islands... ..	97,518	19,376
Dutch East Indies	677,921	124,093
Mexico.....	534,949	102,749
Tahiti	38,341	5,819
Ecuador	107,427	17,761
Manila.....	70,000	14,113
Australia.....	8,860	1,108
Total.....	20,023,559	\$3,457,223
1889	20,272,586	2,923,709

RICE.

Imports of rice in 1890 according to Custom House statistics :

	Pounds.	Value.
Hawaiian Islands.....	10,787,100	543,407
China	36,749,209	716,669
Italy.....	11,576	349
Japan.....	463,250	12,627
Total	48,011,135	\$1,273,052
Same time in 1889.....	46,603,676	1,086,035

SUGAR.

Imports of sugar in 1890, according to Custom House receipts:

	Pounds.	Value.
Hawaiian Islands	253,015,709	\$11,583,588
Central America.	1,755,676	49,316
China	613,065	15,550
Philippine Islands ...	17,035,200	492,510
Mexico	4,279	75
Java.....	56,104,162	1,416,077
Canada (maple) .	21,400	1,605
British Columbia....	148	12
Total...	328,549,639	\$13,558,733

Same time in 1889.....317,135,144 15,176,148

TEA.

Imports of tea in 1890, according to Custom House statistics :

	Pounds.	Value.
China	2,001,252	\$349,855
British East Indies	76,955	16,046
Japan	4,255,663	572,970
England	5,000	2,002
Total	6,338,870	\$940,873
1889.....	7,489,216	935,718

RECAPITULATION.

Coffee.....	\$3,457,223
Rice.....	1,273,052
Sugar.....	13,529,733
Tea.....	940,873
Total.....	\$19,200,881

OUR EXPORT TRADE.

We early began to export, if not of our own, at least of surplus Eastern products which here found an emporium for the lands and islands of the Pacific. It may not, therefore, be expected that the growth of our export trade by sea will at all be proportional to our increase in population. We have now become exporters mainly of the products of our own soil, mines and industrial establishments, so that every increase in quantity and value means a corresponding increase in home industry. As, however, the railroad ships largely of our surplus products to Eastern markets, exports by sea are by no means an indication of our real growth or progress. The following table gives details since 1855 :

1855.....	\$4,189,611
1856.....	4,270,516
1857.....	4,369,758
1858.....	4,770,163
1859.....	5,553,411
1860.....	8,532,439

1861.....	9,888,072
1862.....	10,565,294
1863.....	12,877,399
1864.....	13,271,752
1865.....	14,554,496
1866.....	17,303,818
1867.....	22,465,903
1868.....	22,943,340
1869.....	20,888,981
1870.....	17,848,160
1871.....	13,951,149
1872.....	23,793,530
1873.....	31,160,208
1874.....	28,425,248
1875.....	33,554,081
1876.....	31,314,782
1877.....	29,992,393
1878.....	34,155,394
1879.....	36,564,328
1880.....	35,563,286
1881.....	53,664,352
1882.....	51,752,428
1883.....	45,860,068
1884.....	37,163,916
1885.....	36,075,912
1886.....	39,891,558
1887.....	35,615,257
1888.....	40,815,161
1889.....	41,274,097
1890.....	39,553,421

We start thus from small beginnings. Our exports of 1885 were more than doubled by 1861. A steady increase till 1868 is noted. Here we reached values of almost twenty-three millions. Then, owing to lessened wheat crops came a decline, reaching its lowest point in 1871. A good crop added nearly ten millions to our export values next year—another nearly eight millions more in 1873. With many fluctuations we went beyond thirty-six and a half millions in 1879, and with the help of the giant wheat crops of 1880 exported produce and merchandise to the value of close on fifty-four millions in 1881. This was the highest point ever reached in the history of the port. Waning crops reduced our surplus so that our export trade values had fallen to

less than thirty-six million dollars by sea in 1887. A gradual improvement has since taken place and 1889 is the largest year in values in our history, save 1881, 1882 and 1883. But were wheat prices now what they were then, three million dollars and over would be added, so that we would after all be exceeded only by 1881 and 1882.

FOREIGN TRADE OF SAN FRANCISCO IMPORTS.

Early in the history of San Francisco we enjoyed a very large import trade, because all of our supplies had to be drawn from abroad and the East and by sea. Most of the merchandise for a few years was imported round the Horn or via Panama, and as it was domestic no Custom House records were kept of it. The earlier records, too, were destroyed by a fire. We here give those from 1857, and continuously from 1868, all drawn from Custom House records:

1857.....	\$6,397,354
1868.....	18,723,738
1869.....	19,714,001
1870.....	19,733,850
1871.....	28,736,646
1872.....	39,704,754
1873.....	33,159,149
1874.....	31,529,708
1875.....	35,703,782
1876.....	37,559,018
1877.....	32,276,653
1878.....	35,565,139
1879.....	34,124,417
1880.....	37,240,514
1881.....	38,554,923
1882.....	44,348,545
1883.....	39,828,817
1884.....	35,679,853
1885.....	34,044,407
1886.....	39,582,551
1887.....	41,606,684
1888.....	48,609,200
1889.....	51,288,306
1890.....	45,594,125

Here in the interval between 1857

and 1868, about eleven years, our imports were almost trebled. Henceforward they increase more slowly. Quite a jump was made, however, from 1870 to 1871, and from that year to 1872. The next two years showed a decline in value. The proximate cause of the increase here noted was the importation of teas and silks and curios for shipment overland. An advance was made again, but 1872 figures were not reached till 1882, ten years subsequently. The value of San Francisco imports was given at an amount in excess of forty-four million dollars. Until 1885 the tendency was downward, but from that year it has been upward and onward, till the climax was capped in 1889, when we surged over the fifty-one million dollar line. On account of the greater cheapness of all articles, these figures represent much more merchandise than they would have done twenty years ago. They include raw silk for Eastern manufacturers in transit, but not teas in transit; one having been left in and the other taken out for some, to us, inscrutable reason.

ARRIVALS IN 1890—AMERICAN.

Steam.		
No.	Tons.	
British Columbia.....	125	178,577
China and Japan.....	10	27,020
Panama	38	67,146
Hawaiian Islands.....	7	13,566
Australia.....	8	15,512
Mexico	13	8,982
Philadelphia	1	913
Asiatic Russia.....	1	221
Total.....	203	311,937
Sail.		
No.	Tons.	
British Columbia.....	58	78,479
Hawaiian Islands.....	122	60,206
Australia.....	6	3,986
Great Britain.....	1	2,029
China.....	2	3,632
Tahiti.....	14	4,510

Japan.....	7	8,071
Mexico	15	3,342
Central America.....	5	1,198
Marshall Islands.....	3	458
Chile.....	12	8,689
Philadelphia.....	6	9,275
Gilbert Islands.....	1	393
Apia	1	260
Caroline Islands.....	1	299
Baltimore	10	16,712
New York.....	32	58,434
Peru.....	1	295
Ecuador.....	2	309
Total.....	299	260,577

FOREIGN.

Steam.		
No.	Tons.	
British Columbia....	66	80,735
China and Japan.....	20	51,840
Hawaiian Islands.....	6	10,284
Australia	4	6,852
Mexico	2	302
Asiatic Russia.....	1	295

Total 99 150,308

Sail.		
No.	Tons.	
British Columbia.....	8	5,832
Hawaiian Islands....	23	13,943
Australia	60	99,605
Great Britain.....	74	126,611
Calcutta	6	10,040
Bombay	1	1,563
China	4	5,447
Belgium.....	12	18,839
Chile.....	2	1,485
Germany.....	7	9,366
Japan.....	5	8,914
Mexico.....	1	1,189
Italy.....	3	4,388
Philippine Islands...	2	3,546
Central America...	1	604
Asiatic Russia.....	1	64
Brazil	2	3,537
Sourabaya.....	4	7,156
Uruguay	2	4,168
Nova Scotia.....	1	83
British East Indies...	1	1,694
Batavia.....	4	7,588
Samarang.....	1	1,778
Total.....	225	337,440

OUR COMMERCE AND MANUFACTURES.

89

TOTALS.

	Steam.	
	No.	Tons.
American.....	203	311,937
Foreign	99	150,308
Total.....	302	462,245

	Sail.	
	No.	Tons.
American.....	299	260,577
Foreign	225	337,440
Total.....	524	598,017
Whaling.....	45	13,153
Hunting and fishing..	12	932
Total	581	612,102

Total steam and sail..883 1,074,347

DEPARTURES IN 1890—AMERICAN.

	Steam.	
	No.	Tons.
Australia.....	9	17,451
British Columbia....	98	164,210
China and Japan.....	10	27,020
Hawaiian Islands....	10	14,637
Panama.	36	63,843
Mexico.....	22	11,280
Asiatic Russia.....	1	221
Total.....	186	298,662

	Sail.	
	No.	Tons.
Australia	5	4,493
British Columbia....	51	69,190
Central America.....	8	1,722
Hawaiian Islands....	95	43,945
Great Britain.....	40	73,925
Tahiti	12	3,908
Mexico.....	15	2,777
New York.....	12	19,905
Gilbert Islands.....	1	299
Arctic Ocean.....	1	227
Peru.....	3	1,427
Asiatic Russia.....	4	1,401
Marshall Islands.....	2	165
Caroline Islands.....	1	29
Brazil.....	7	11,348
Apia.....	5	1,751
Chile.....	3	2,539

Harvey Islands.....	1	93
Belgium.....	2	3,408
Ecuador.....	5	1,139
Marquesas Islands...	1	189
Pitcairn Islands.....	1	115

Total..... 275 243,599

FOREIGN.

	Steam.	
	No.	Tons.
Australia	4	6,852
British Columbia....	65	113,802
China and Japan.....	21	54,175
Hawaiian Islands....	6	10,284
Tahiti	1	18
Asiatic Russia.....	1	295

Total..... 98 185,426

	Sail.	
	No.	Tons.
Australia	5	3,321
British Columbia....	8	4,837
Hawaiian Islands....	15	6,956
Great Britain.....	164	267,566
Mexico	1	972
France.....	28	46,814
Peru	1	694
Belgium.....	11	21,141
Asiatic Russia.....	2	162
Germany	3	2,622
Chile.....	1	857
Central America.....	4	1,853
Marshall Islands....	2	113

Total.....	233	357,908
Whaling.....	44	11,844
Hunting and fishing..	14	765

Total.....291 370,517

TOTALS.

	Steam.	
	No.	Tons.
American.....	186	299,662
Foreign.....	98	185,426
Total.....	284	485,088

	Sail.	
	No.	Tons.
American.....	333	256,608
Foreign	233	357,908
Total.....	566	614,516
Total steam and sail..	850	1,099,600

OUR BANKS.

Aggregate statement of the San Francisco savings banks on the 1st of January, 1891.

RESOURCES.

Bank premises.....	\$965,230
Real estate taken for debt	476,551
Invested in stocks and bonds.....	15,455,096
Loans on real estate.....	67,550,498
Loans on stocks and bonds.....	8,057,130
Loans on other securities	141,872
Money on hand.....	1,770,832
Due from banks.....	1,335,974
Other assets.....	315,635
Total of assets.....	\$96,068,818

LIABILITIES.

Capital	\$3,813,333
Reserve profit and loss...	3,087,938
Due depositors.....	88,538,672
Other liabilities.....	628,875

Total liabilities.....\$96,068,818

Aggregate statement of San Francisco commercial banks, January 1, 1891:

RESOURCES.

Bank premises.....	\$1,367,502
Real estate taken for debt.....	1,056,770
Invested in stocks and bonds	1,841,329
Loans on real estate.....	2,280,859
Loans on stocks and bonds.....	8,157,980
Loans on other securities.....	7,016,342
Loans on personal security.....	25,141,419
Money on hand.....	10,246,239

Due from banks.....	6,532,402
Other assets.....	4,958,271

Total resources.....\$68,591,121

LIABILITIES.

Capital paid up.....	\$27,683,873
Reserve profit and loss...	9,640,086
Due depositors.....	24,709,077
Due banks and bankers..	5,925,526
Other liabilities.....	632,559

Total liabilities.....\$68,591,121

Aggregate statement of the private commercial banks of San Francisco, January 1, 1891:

RESOURCES.

Real estate taken for debt	\$950
Invested in stocks and bonds.....	59,270
Loans on real estate.....	44,000
Loans on stocks and bonds.....	150,026
Loans on other securities.....	125,704
Loans on personal security.....	2,003,468
Money on hand.....	870,898
Due from banks.....	341,238
Other assets.....	39,092

Total resources \$3,634,646

LIABILITIES.

Capital paid up	\$850,000
Reserve, profit and loss...	141,611
Due depositors.....	2,413,698
Due banks and bankers..	229,337

Total liabilities.....\$3,634,646

Aggregate statement of the National banks in San Francisco, January 1, 1891:

RESOURCES.

Bank premises.....	\$337,500
Invested in stocks and bonds.....	261,321
Loans on personal security.....	6,163,571

Money on hand.....	1,264,449
Due from banks and bankers.....	186,873
Other assets.....	41,782

Total resources..... \$8,255,496

LIABILITIES.

Capital paid up	\$2,500,000
Reserve, profit and loss...	982,549
Due depositors.....	4,519,846
Due to banks and bankers.....	152,669
Other liabilities.....	100,432

Total liabilities.....\$8,255,496

BANK CLEARINGS AT SAN FRANCISCO.

The operations of the San Francisco Clearing House for the past two years compare as follows:

1889.

January.....	\$69,546,821
February	58,555,638
March	67,011,264
April.....	64,706,134
May	70,651,204
June.....	67,897,824
July	71,298,952
August.....	73,933,017
September.....	71,480,773
October.....	82,022,519
November.....	72,825,124
December.....	73,456,882

Total\$843,386,152

1890.

January	\$60,489,458
February.....	55,040,618
March	65,104,472
April	70,086,274
May	69,805,112
June.....	64,188,408
July.....	79,010,576
August.....	75,827,964
September.....	78,315,618
October.....	84,285,079
November.....	70,822,438

December	78,090,155
Total	\$851,066,172

MINT COINAGE.

The following shows the monthly coinage in 1890:

January.....	\$2,380,000
February	1,940,000
March.....	2,220,000
April.....	1,720,000
May.....	1,650,000
June.....	1,825,000
July.....	800,000
August.....	3,000,000
September	2,120,000
October	2,180,000
November	2,202,277
December.....	2,390,404

Total.....\$24,427,681

The total for 1889 was \$20,495,267, against \$26,281,500 in 1888, \$25,606,445 in 1887 and \$25,370,652 in 1886.

The coinage for the past two years compares as follows:

1889.

Double eagles.....	\$15,444,000
Eagles	4,425,000
Standard dollars.....	700,000
Dimes.....	97,267

Total.....\$20,495,267

1890.

Double eagles.....	\$16,055,000
Standard dollars.....	8,230,373
Dimes.....	142,308

Total.....\$24,427,681

Showing an increase of \$3,932,414 for 1890.

REAL ESTATE.

The number of buildings put up in San Francisco since 1880 and the value thereof has been as follows:

1880	397	\$1,751,435
1881	532	3,790,732

1882	785	3,896,212	Dakota	4,000,000
1883	803	5,261,680	Montana	5,500,000
1884	1,127	6,302,807	Idaho	3,500,000
1885	1,544	7,858,110	Arizona	1,000,000
1886	1,236	6,493,633	New Mexico	500,000
1887	1,131	6,594,290	Alaska	1,000,000
1888	1,041	6,954,427	Oregon	1,000,000
1889	1,363	7,655,913	Washington	300,000
1890	1,537	10,629,066		
			Total	\$37,477,000

The engagements in 1890 are thus reported:

January	96	\$602,361
February	99	774,659
March	168	1,131,877
April	177	1,267,902
May	156	778,090
June	127	1,021,218
July	202	1,625,522
August	153	888,135
September	128	654,980
October	148	818,270
November	127	734,148
December	56	331,904

Total.....1,637 \$10,629,066

Sales of real estate for the past four years have been as follows:

January	\$3,212,597
February	2,079,689
March	2,776,562
April	3,939,530
May	3,776,989
June	4,460,134
July	2,366,454
August	2,634,174
September	2,782,553
October	2,660,286
November	2,317,850
December	3,539,069

Total 1890

Total 1889

Total 1888

Total 1887

TREASURE PRODUCT OF 1890.

Gold.

California	\$12,000,000
Nevada	3,500,000
Colorado	4,500,000
Utah	677,000

		Silver.
California	\$2,000,000	
Nevada	7,000,000	
Colorado	20,000,000	
Utah	8,592,000	
Montana	18,500,000	
Idaho	9,000,000	
Arizona	3,500,000	
New Mexico	2,500,000	
Oregon	50,000	
Washington	1,000,000	
Totals	\$71,442,000	

TOTALS.

California	\$14,000,000
Nevada	10,500,000
Colorado	24,000,000
Utah	9,269,000
Dakota	4,000,000
Montana	24,000,000
Idaho	12,500,000
Arizona	4,500,000
New Mexico	3,000,000
Alaska	1,000,000
Oregon	1,050,000
Washington	400,000

Total.....\$108,219,000

The following table gives the estimates of gold and silver production since 1848:

Year.	Gold.
1848	\$5,000,000
1849	23,000,000
1850	59,000,000
1851	60,000,000
1852	59,000,000
1853	68,000,000
1854	64,000,000
1855	58,000,000
1856	63,000,000

1857	64,000,000	1878	42,945,000
1858	59,000,000	1879	41,080,000
1859	59,000,000	1880	43,770,000
1860	52,000,000	1881	48,100,000
1861	50,000,000	1882	49,950,000
1862	52,000,000	1883	47,450,000
1863	57,000,000	1884	46,809,000
1864	55,967,605	1885	48,250,000
1865	57,496,800	1886	52,850,000
1866	62,000,000	1887	56,800,000
1867	59,000,000	1888	58,250,000
1868	51,000,000	1889	67,380,755
1869	47,000,000	1890	71,242,000
1870	48,000,000		
1871	42,357,000		
1872	42,688,100		
1873	41,500,000	Year.	
1874	49,150,000	1848	\$5,000,000
1875	50,750,000	1849	23,000,000
1876	58,100,000	1850	59,000,000
1877	50,700,000	1851	60,000,000
1878	46,370,000	1852	59,000,000
1879	36,530,000	1853	68,000,000
1880	35,655,000	1854	64,000,000
1881	31,660,000	1855	58,000,000
1882	30,950,000	1856	63,000,000
1883	29,375,000	1857	64,000,000
1884	28,236,600	1858	59,000,000
1885	28,740,000	1859	59,000,000
1886	32,815,000	1860	52,090,897
1887	37,765,000	1861	52,275,256
1888	44,500,000	1862	58,247,014
1889	41,254,000	1863	69,486,238
1890	37,477,000	1864	72,765,190
		1865	73,681,677
		1866	78,000,000
Year.	Silver.	1867	75,000,000
1860	\$90,897	1868	67,000,000
1861	2,275,256	1869	63,000,000
1862	6,247,014	1870	66,000,000
1863	12,486,238	1871	66,603,000
1864	16,797,585	1872	70,263,914
1865	16,184,877	1873	80,000,000
1866	16,000,000	1874	89,400,000
1867	16,000,000	1875	97,250,000
1868	16,000,000	1876	101,100,000
1869	16,000,000	1877	98,000,000
1870	18,000,000	1878	89,315,000
1871	24,246,000	1879	77,600,000
1872	27,548,811	1880	79,425,000
1873	38,500,000	1881	79,760,000
1874	40,250,000	1882	80,900,000
1875	46,500,000	1883	76,825,000
1876	48,000,000	1884	75,045,600
1877	47,300,000	1885	76,990,000

TOTALS.

1886	85,665,000
1887	94,565,000
1888	102,750,000
1889	108,634,755
1890	155,519,000

THE VALUE OF THE MINING INDUSTRY

Of the coast in 1890 may be given as follows :

Gold.....	\$37,477,000
Silver	71,242,000
Lead and base bullion..	12,000,000
Copper.....	21,000,000
Coal.....	12,000,000
Quicksilver.	1,200,000
Miscellaneous.....	600,000
Total.....	\$155,519,000

The totals for the following years have been as follows :

1890	\$155,519,000
1889	150,288,755
1888	135,350,000
1887	122,365,000
1886	108,806,947
1885	99,390,000
1884	93,545,000
1883	95,553,000
1882	98,150,000
1881	94,360,000
1880	91,075,000

Here is an increase in one year of about three per cent. The total output of the coast has nearly doubled since 1879.



Old Californians and Others.

NAME.	DATE OF ARRIVAL.	BUSINESS.
Alsop & Co.....	1849	Merchant
Andrews, A. Col.....	1850	Jewelry
Alvarado, Juan B.....	Feb. 14, 1849	Rancher
Baird, John H.....	July 5, 1849	Cor. Pacific and Montgomery
Baker, L. L.....	Aug. 18, 1849	Merchant
Blythe, Thomas H.....	Aug. 4, 1849	Miner
Bryant, George W.....	July 6, 1849	
Benchley, L. B.....	May, 1850	Grocery and Hardware
Beebe & Co.....		Banker
Bandmann & Nielsen.....	1850	Merchants
Bartlett, Washington.....	Nov. 13, 1849	<i>Pub. S. F. Journal of Commerce</i>
Beals, Channing H.....		Commission Merchant
Bowen, W. H.....		Merchant
Buffington, John M.....	Jan. 13, 1849	Carpenter
Brannan, Samuel.....	July 31, 1846	Publisher and Merchant
Bovee, Wm. H.....	Sept. 14, 1849	Real Estate
Bonestell, Louis H.....	Aug. 18, 1849	Carpenter, cor. Mason & Jackson
Bidwell, John.....	Nov. 1841	Clerk in store at Sutter's Fort
Belcher, Fred. P.....	Sept. 8, 1849	Drayman
Bauer, John A.....	Oct. 12, 1849	Drugs
Badlam, Alexander.....	June 30, 1849	Printer
Center, John.....	Oct. 31, 1849	Gardener, Folsom-street Road
Cook & Le Count.....		Booksellers and Stationers
Crocker, Charles.....	1850	Merchant
Cook, Baker & Co.....		Merchants
Chesley, Geo. W.....	June 13, 1849	Auctioneer
Casserly, Eugene.....	July, 1850	Publisher
Coleman W. T. & Co.....	Aug. 4, 1849	Merchants
Coghill & Arington.....		Merchants
Collins, C. J.....	1850	Hatter
Cross, H & Co.....	1850	Merchant
Crosett, Joseph L.....	Oct. 31, 1849	
Cornwall, Pierre B.....	Aug. 1848	Coal Merchant
Cogswell, Henry D.....	July 20, 1849	Dentist
Clayton, Charles.....	April 2, 1849	Merchant
Casanova, Henry.....	Nov. 25, 1849	Merchant
Dean, Peter.....	June 10, 1849	Merchant
Doble, Abner.....		Blacksmith
De Fremery, James & Co.....	Dec. 1, 1849	Importers
Dunbar & Gibbs.....		Merchants
Dickson & De Wolf.....		Merchants
Duisenberg, Charles.....	Sept. 18, 1849	Merchant
Donahue, James M.....	April 24, 1849	Moulder and Blacksmith
Donahue, Peter.....	June, 1849	Engineer
Dodge, Henry L.....	May 1, 1849	Clerk City Hall
Degroot, Henry.....	Feb. 28, 1849	Expert Miner
Davis, Isaac E.....	Aug. 18, 1849	Lime Merchant

Ebbets, A. M.	Aug. 5, 1849	Commission Merchant
Ewer, Ferdinand C.	Sept. 15, 1849	Minister
Ewer, Warren B.	Oct. 9, 1849	Printer and Publisher
Eastland, Joseph G.	Dec. 1, 1848	
Fay, Caleb T.	Sept. 9, 1849	Merchant
Flood, J. C.	Oct. 1849	Cor. Pacific and Mason
Flint, Peabody & Co.	1850	Merchants
Fitch, Geo. K.	Sept. 11, 1849	Printer on <i>Journal of Commerce</i>
Franklin, Stephen.		Clerk with Burgoyne & Co
Fry, John D.	Aug. 29, 1849	
Freeman, Benjamin H.	1850	Stairbuilder
Forbes, Alexander.	Dec. 1849	Merchant
Folger, Francis B.	Aug. 1849	
Felton, Charles N.	Sept. 1849	
Fargo, Calvin F.	Oct. 3, 1849	Merchant
Fair, James G.	Sept. 3, 1849	Miner
Grant, Adam.		Dry Goods
Gray, Nathaniel.		New York Coffin Warehouse
Geary, John W.	1850	City Mayor
Goodell, N. D.	Aug. 13, 1849	Contractor
Gore, Benjamin B.	Sept. 14, 1849	Broker
Gibbs, George W.	April 25, 1849	Iron and Steel
Ghirardelli, Domingo.	Feb. 11, 1849	Coffee and Spice
Gerke, Henry.	Aug. 1, 1847	Wines
Gates, Justin Jr.	Sept. 26, 1849	Drugs
Gashwiler, John W.	Aug. 12, 1848	Mining
Huerlin & Belcher.		General Merchandise
Hammond, Richard P.	April 1, 1849	Civil Engineer
Hamilton, Robert.	Dec. 1, 1849	Merchant
Hooper, A. J.		Harrison, Bailey & Hooper
Heatley E D & Co.		Commission Merchants
Hellmann & Co.		Merchants
Hopkins, Mark.	Aug. 24, 1849	Merchant
Hawley, Sterling & Co.	1849	Commission Merchants
Hawley, David.	March 31, 1849	With Hawley & Sterling
Hawley, E. P.	March 31, 1849	With Hawley & Sterling
Hockhoffer, Rudolph.	1850	Shipping and Commission Mcht
Hotaling & Barnstead.	1849	Cor. Sansome and Jackson
Holmes, H. T.	July 12, 1841	Miner
Hoag, I. N.	June 18, 1849	
Huntington, C P.	Aug. 27, 1849	Merchant
Hodges, John G.	Sept. 17, 1849	
Hittell, John S.	Aug. 29, 1849	Publisher
Hemme, August.	Dec. 1, 1849	Assayer
Harmon, Albion K. P.	April 1, 1849	
Judson, E.	July 12, 1849	Miner
Jennings, D. B.		Importer
Jones, W. H.		Auctioneer
Kentfield, John.		Happy Valley
Kittredge, Jonathan.	Aug. 31, 1849	Blacksmith
Kimball, Charles P.	July 6, 1849	Publisher City Directory
Kittle, N. G.		Clerk
Kruse, Edward J. F.	Sept. 12, 1849	Merchant
King, James of Wm.	Nov. 10, 1849	Banker and Publisher

Keeler, Julius M.....	Dec. 20, 1849	Merchant
Lux, Charles.....		Stock Dealer
Light, W. W.....	Aug. 30, 1849	Dentist
Locke & Morrison.....	1850	Commission Merchants
Lent, W. M.....	April 1, 1840	Miner
Low, Fred F.....	June 4, 1849	
Lynde, Wm. C.....	July 6, 1849	
Livermore, O.....	Nov. 1849	Clerk with W. T. Coleman & Co
Leon, Fred. F.....	June 4, 1848	
Lohse, John F.....	Sept. 12, 1849	Miner
Lick, James.....	Dec. 1847	Piano Maker
Levingston, Harry B.....	Jan. 4, 1849	Merchant
Moore, J. B.....	Nov. 2, 1849	Postmaster
Macondray, Fred. W.....	Aug. 18, 1849	Tea Merchant
Macondray, Wm. A.....	Aug. 18, 1849	Tea Importer
Maguire, Thomas & Co.....	1849	Parker House and Theater
Murphy, Daniel S.....		
Mills, D. O.....	June 4, 1849	Banker
Middleton & Hood.....		Auctioneers
Mills, Edgar.....	July 18, 1849	Banker
Middleton, John.....	Sept. 26, 1849	
Meiggs, Harry.....	July 7, 1849	Lumber
Mines, Rev. F.....	1850	Rector Trinity Church
Morrow, Geo.....	Sept. 21, 1849	Merchant
Meusdorffer, John C.....	Sept. 19, 1849	Hatter
McDonald, Richard H.....	July 18, 1849	Drugs
McCreery, Andrew B.....	Aug. 24, 1849	Wholesale Grocery
Naylor, P.....	1850	Hardware and Tinplate
Norcross, Daniel.....	July 6, 1849	Printer
Nugent, John.....	Dec. 1849	Publisher
Nutting, Calvin.....	July 16, 1849	Mechanic
O'Brien, William S.....	July 6, 1849	Cor. Pacific and Mas on
Phelan, James G.....	Aug. 1849	Commission Merchant
Page, Bacon & Co.....	1850	Bankers
Powell, Abraham.....	Aug. 5, 1849	Contractor
Pope, John F.....	Aug. 23, 1849	Lumber
Plum, Charles M.....	Aug. 6, 1849	Merchant
Pickering, Loring.....	Aug. 1, 1849	Printer and Publisher
Phelps, Guy T.....	Dec. 14, 1849	
Phelps, Augustus E.....	Oct. 15, 1849	Bookbinder
Peck, John S.....	July 7, 1849	
Parrott, John.....	June, 1845	Merchant
Painter, Jerome B.....	Sept. 12, 1849	Type Dealer, etc
Palache, James.....	Sept. 12, 1849	Merchant
Pacheco, Romualdo.....	Nov. 1831	Merchant
Quinn, D. H.....	June, 1854	Hatter
Ryer, Washington M.....	March, 1849	Physician
Rulofson, Wm. H.....	June 13, 1849	Photographer
Reis, Christian.....	Sept. 1, 1849	
Reis, Gustave.....	Sept. 1, 1849	
Redington, John H.....	Sept. 1849	
Stanford, Josiah.....	Oct. 31, 1849	Drugs
Sutton, O. P.....	April 1, 1849	Oils, etc
		Merchant

Sabatie & Russell.....		Merchant
Selby & Post.....	1849	Metal Dealers
Story, Charles R.....	Sept. 17, 1849	Drugs
Sherwood, Robert.....		Watchmaker
Sargent, Aaron A.....	Dec. 3, 1849	Attorney-at-Law
Sutter, John A.....	July 1, 1839	Storekeeper at Sacramento
Sterett, Benjamin F.....	Dec. 28, 1849	Printer on <i>Journal of Commerce</i>
Strentzel, John.....	Oct. 19, 1849	Farmer
Stevenson, Jonathan D.....	March 5, 1849	Soldier
Staples, David J.....	Sept. 27, 1849	Merchant
Soule, Frank.....	May 29, 1849	
Sloss, Louis.....	July 18, 1849	Nevada City Merchant
Shurtieff, Benj.....	July 6, 1849	Doctor
Sherman, Gen. Wm. T.....	Jan. 23, 1847	Banker
Sherman, William.....	Aug. 18, 1849	Merchant
Shannon, Thomas B.....	Oct. 6, 1849	
Sharon, William.....	Aug. 15, 1849	Broker
Shew, Jacob.....	July 15, 1849	Photographer
Smith, Myron.....	Nov. 1, 1849	Merchant
Selby, Thomas H.....	Aug. 27, 1849	Merchant
Tay, Geo. H.....	Oct. 1, 1849	Leonard & Tay
Taylor, C. L.....		Lumber and Commission Mcht
Taffe, Murphy & McCahill.....	1850	Cor. Sacramento and Mont'gy
Tustin, William I.....	Oct. 1, 1845	Millwright
Tillmann, Frederick.....	Sept. 12, 1849	With Beandry & Co
Tevis, Lloyd.....	Oct. 1849	Banker
Tennent, Thomas.....	Aug. 14, 1849	Instrument Maker
Teller, J. M.....		Commission Merchant
Van Winkle, Isaac S.....	July 13, 1849	Iron
Von Schmidt, Alexis W.....	May 24, 1849	Engineer
Valentine, T B.....		
Warren, Col. J. L. L. F.....	1849	Merchant and Publisher
White Bros.....	1849	Importer
Williams, Rev. A.....	1850	First Presbyterian Church
Winter, William.....	1850	Sign Painter
Wetherbee, Henry.....	Sept. 30, 1849	Merchant
Whitney, R. W.....		Cosmopolitan Hotel
Woodward, Robert B.....	Nov. 19, 1849	What Cheer House
Wachhorst, H.....	May, 1850	Watchmaker
Williams, Henry F.....	Oct. 12, 1849	Merchant
Wentworth, John P H.....	Sept. 17, 1849	
Wellman, Bela.....	Nov. 4, 1849	Merchant
Wilmerding, John C.....	Sept. 1849	Merchant

PROMINENT BUILDINGS IN EARLY DAYS.

Alcalde Office, George Hyde, 1846.....	Clay street
City Hall, 1849-50.....	Cor. Pacific and Kearny streets
Merchants' Exchange Reading Rooms, 1849, Cor. Mont'gy and Washingt'n	
Masonic Hall, for Masons and Odd Fellows, 1849	Bet. Pine and Bush
Pacific Mail S. S. Co., Howison's Wharf.....	Foot Sacramento street
S. F. Market.....	Kearny, bet. Clay and Sacramento
U. S. Custom House.....	Cor. Montgomery and California
U. S. Postoffice (J. B. Moore, P. M.), 1848-50.....	Clay and Dupont



Biographical Sketches





COLONEL A. ANDREWS.

COLONEL A. ANDREWS.

HERE are few San Franciscans to whom the erect soldierly form and military bearing of Col. Andrews, the well-known jeweler and dealer in diamonds, is not familiar. He has been identified with San Francisco and its business interests for over forty years, and has, therefore, a record of service to which but comparatively few of us can aspire. Like many other eminent citizens, he had his birthplace in a foreign land, but few native sons of the Union have rendered the republic better service or been more strictly identified with her as a citizen who has done his duty well. Colonel A. Andrews is a native of Albion, having first drew breath in the ancient and imperial city of London, in 1826. He came to America with his parents in 1838, they settling in New Orleans. He has been, therefore, from his earliest youth, an adopted son of the republic and a citizen ever since manhood. He was apprenticed to the trade of jeweler in 1840, and learned his business in New Orleans. There were, however, stirring times ahead. War against Mexico was declared, and young Andrews, as a loyal son of the republic, at once volunteered for the front. His mind was filled with visions of glory to be obtained in a second conquest of the empire of the Montezumas. He entered as lieutenant of the Second Ohio, and came out as captain of the same. He took part in all the battles of the war, and his valor and soldierly conduct won the praise of his superiors in rank. When the war was over his adventurous disposition would not allow him to go back to lead a plodding life, unmarked by incident and undistinguished by notable deeds.

He was attracted by the charms of the land that had formed, though she knew it not, one of the fairest gems in the crown of Mexico, the Golden State of California. He was an early pioneer, arriving here in 1849. He had many strange and curious adventures in the new land. His first occupation was, like the thousands that had sought the State in that day, that of gold digger. This he followed with varying fortune, but he soon gave up this occupation and founded the jewelry business of Hiller & Andrews in Sacramento. In 1852 the firm was burned out in the great fire and lost all. He came to San Francisco and bought \$30,000 worth of jewelry on credit and went back. He started in business in what is known as Haggin & Tevis's Block, then renting at \$600 per month.

He built one of the finest structures in Sacramento, on Third and J streets, known as the Hiller & Andrews' Block, which rented at \$1804 per month. He and his partner very soon made a fortune and Colonel Andrews proceeded to enjoy his share by traveling extensively in Europe and the East. He traveled all over the world. He visited all the points of interest known to the tourist, and many that are to the tourist entirely unknown. While absent on this trip he sought out all the places where all the celebrated diamonds, or collections of diamonds, are to be found, from the waters of the Bay of Bengal to those of the Atlantic, the shores of Ormuz and of India, and noted the treasures of the semi-barbaric princes of the East and those of the sultans by the waters of the Bosphorus.

Coming back to California, he went

into mining speculation and sunk large fortunes in the Esmeralda. At the outbreak of the civil war he was made major of the Second California Cavalry, under the command of D. D. Colton, who was to be colonel. As this, however, was not the case, he resigned. He now became a caterer in the line of public amusements, starting in San Francisco, where he produced in succession, opera, drama, magic and burlesque. From this city he betook himself to Guayaquil, Ecuador, Lima, Peru, and Santiago, Chile, achieving great success in his new profession. Leaving the glare and glitter of the footlights to tempt others, he became a merchant in Spanish-American countries, and did business in Callao, Guayaquil, Panama, Havana, and amongst the West India Islands. We next find him engaged in the occupation of diamond broker in London. He went to Mexico in the time of Maximilian. On the fall of the ill-fated Emperor he returned to New Orleans, entering into the diamond business. He became a stock broker in Chicago and New York. On the fatal Friday he lost all that he possessed, \$86,000, and was flat broke. He subsequently recovered himself, but California claimed his allegiance. Wherever he went the land of his early manhood still filled his recollection, and he at last returned in 1869. He brought a troupe with him to this city, conducted several first-class concerts successfully, and was the originator and leading spirit of the celebrated lottery to raise funds for the Mercantile Library, which was so successful, and which for a while monopolized public attention, both at home and abroad. His latest and most successful business venture, in the line of his early occupation, was the celebrated Diamond Palace, opened Nov. 14, 1874, with its floors inlaid with marble, its mirrors, fluted columns in ebony and gold, its vaulted and frescoed arches, its revolving pyramid of glittering jewels, its pris-

moidal show windows, so constructed of mirrors that the gems are reflected on all sides. It is, in itself, one of the sights of San Francisco. The Colonel has taken a not undistinguished part in politics. He was commander of the McClellan Legion, a thousand strong. When General Grant honored the coast by his presence, Colonel Andrews gave the most successful bal masque ever seen here, as a token of respect to the distinguished visitor. The Colonel was appointed by President Arthur Commissioner to the New Orleans World's Fair in 1885. He was appointed by the British government Commissioner to the London Exhibition in 1886. From New Orleans he returned \$3000 to the treasury of the State out of the appropriation voted. He is the oldest commissioned colonel in California, being appointed under General Suter in 1852. He is President of the Veterans of the Mexican War. He is President of the Manhattan Club, is Great Sachem of the Improved Order of Red Men in this State, and Great Minnewah of the United States. In fine, we may say that he belongs to no less than twenty-nine different orders. He speaks with ease and precision the leading modern European tongues—French, German, Italian, Spanish, Portuguese. He is universally known amongst the leading Spanish-American families in Mexico and Central America, and invariably trusted by them to supply anything in the way of gems that they may need. He is more of an artist than a merchant, his taste and beauty of design is exquisite. He possesses the true artistic faculty, that of creative ability. He is always attentive to the slightest detail of business, deeming nothing unimportant. Though it is forty years since he first became a resident of fair California, he is of youthful appearance, while his step is light, elastic and vigorous. He is generous in heart and gentlemanly in instincts, and America has no reason to be ashamed of her adopted son.



MILTON ANDROS.

MILTON ANDROS.

THIS gentleman has been closely identified with San Francisco since December, 1865, when he arrived here from his old home in Massachusetts, coming by way of the Isthmus of Panama, and reaching this city on the steamer "Colorado," Commodore Watkins. The trip had been made in search of health, and California was selected because the merits of its glorious climate were even then familiar to advanced minds in the East.

Sir Edmund Andros was Governor of Connecticut in early Colonial days, and there is no doubt of the fact that the subject of this sketch is closely connected with the descendants of Gov. Andros. The name is thoroughly English, but the father of Milton Andros was American through and through. He was a boy when the Revolutionary army was organized, but he joined the patriots at Cambridge, Mass., and shared every hardship encountered by the Revolutionary heroes until the surrender of Cornwallis assured the independence of the States. Later his father became a minister of the Gospel, and had one charge under his ministerial care for more than 50 years.

Milton Andros was born in Massachusetts. The foundation of his learning was laid by his careful father, who doubtless hoped, after the manner of men of his calling, that his son might follow him as a minister of the Gospel. When young Andros expressed an inclination for the profession of law, his father raised no objection, but assisted him as far as he was able to become thoroughly conversant with the great general principles of the law. He was placed in the law office of Judge

Oliver Prescott, of New Bedford, and was admitted to practice in September, 1847. As an evidence of the thoroughness with which he had prosecuted his studies, and the standing he occupied with members of the bar, it may be mentioned that he was admitted to practice before the Supreme Court of the United States at the December term of that court in 1855. Under the administration of President Buchanan he was appointed Assistant United States District Attorney for Massachusetts. In that important position, which it is needless to say he filled with signal ability, it became necessary to be thoroughly posted in maritime law, with which he had become more familiar than the majority of lawyers while pursuing his studies with Judge Prescott. New Bedford was the shipping point of a large whaling fleet, and the sailors were as much attached to litigation then as they are to-day. A practicing attorney at that seaport had much experience with the typical "sea lawyer," and the knowledge he there gained aided no little in helping him to make the splendid record with which he was credited while handling the numerous maritime cases which came under his care in the United States District Attorney's office.

The above facts account for the adoption of maritime practice after Mr. Andros settled on this coast. He had a thorough knowledge of all the principles of that branch of legal practice, and gained by a course of experience which crystallized all its difficult intricacies in his retentive memory. But it must not be assumed that Mr. Andros has neglected other branches of the legal profes-

sion. He is thoroughly conversant with commercial law and practice, and being pre-eminently a student has fully equipped himself for attending to and doing full justice to any case entrusted to his care. That fact is recognized by litigants, and Mr. Andros is now attorney for corporations as well as counsel for the leading insurance companies for their maritime business.

Mr. Andros has been often complimented for the careful and thorough manner in which he prepares the cases of clients before submitting them to the court. Having become conversant with every detail, he is capable of presenting in a clear and forcible manner, easily comprehended by court and other listeners, and is thus able to dispatch business without wearing out the patience of court or jury. To this painstaking thoroughness may be credited much of his eminent success. Usually in addressing court or jury Mr. Andros presents his case in the clearest language, and his argument is direct, to the point, plain and convincing. When it pleases him, or the case and the circumstances require, he can clothe his ideas in the language of the accomplished orator.

As before said, Mr. Andros has been a life-long student. He devotes the same untiring patience to the preparation of a case for presentation to the court that he did to mastering the intricacies of the law before admission to the bar. He is pardoned for having little time for the social pleasures of clubs or secret societies. He belongs only to the Masonic Order, being a member of Golden Gate Commandery, Knights Templar. He married since coming to California, and has one child, a daughter. Being devoted to the law, he has no ambition to be accounted a leader in promoting enterprises unconnected with his profession. Having a pleasant and agreeable home, he has not time nor inclination for the requirements which would be demanded of him were he an active member of a great number of social orders. His record is that of a tireless worker, and his influence upon the material interests of this city has been of the best, and of a character to endure for years. In all that goes to make up a patriotic and influential citizen he is the recognized peer of the worthiest of San Francisco's eminent builders.



WILLIAM H. ARMITAGE.

WILLIAM H. ARMITAGE.

WHAT youth, combined with energy and perseverance may accomplish in San Francisco, can be no better exemplified than by the successful career of one of the city's leading architects — Mr. William H. Armitage.

Mr. Armitage was born in England, January 18, 1861. At an early age he evinced a natural aptitude for the study of fine arts and commenced a technical course in the Sheffield School of Design, gaining amongst other prizes a Third Grade Prize at South Kensington, London, at the age of fifteen and passed the local examination of the University of Cambridge in the same year.

His father being one of the largest terra cotta manufacturers in the north of England, encouraged and assisted him in his earlier studies, and brought up amongst surroundings conducive to the natural advancement of an innate taste for the art of building, and armed with the recommendations of success in his preliminary work, he was articled to the well-known English architects, Messrs. Stockton & Gibbs of Sheffield, the senior member of which firm was a pupil of Sir Gilbert G. Scott.

With this firm Mr. Armitage received a practical education in architecture, with facilities unsurpassed, and which has proved of intrinsic value to him.

The churches, schools, libraries, banks, hospitals, public baths, breweries, and other massive stone and brick structures, both public and private, erected by this firm during the period of Mr. Armitage's apprenticeship, served to familiarize him with the de-

tails and workings of his chosen profession.

In the meantime, possessed of a studious bent of mind, he continued his work at the School of Design, traveled the country, and sketched the best specimens of architecture, read and studied the best works on building construction.

Learning of the large field of operations in this country, and being ambitious, finally decided to take the steamer for the new world, arriving in New York February 22, 1881.

Here he readily found employment in one of its leading offices on Broadway. Later, he visited the leading cities in the East, and spent some time in Chicago and Denver, where he aided in the design and construction of some of their heavy buildings.

California having been originally his objective point, he simply remained in those cities for the purpose of acquainting himself with the nature of their building improvements. Leaving Denver, he arrived in San Francisco on the 6th of April, 1883.

Mr. Armitage having now visited the most interesting parts of this country, and previously having traveled in Brazil and other countries, he concluded to make this city his permanent home, and at once secured a suitable position. Shortly afterwards he married a San Francisco lady, and becoming acquainted with the city and its progressive people, he soon acquired strong friends.

Now, after years of study and practical experience, he established an office and commence in business for himself. Success was assured him from the start. He was not long in building up a lucrative practice, and

now his business has assumed such proportions that it absorbs his entire time and attention. The busy appearance of his office with a number of draughtsmen employed, and the varied edifices of his erection, are admired for their stability and elegance, and the care bestowed on all branches of the work reflect credit upon his business management.

The proofs of his skill are manifest in the buildings he has designed and erected in San Francisco and its neighboring cities. The Dodge Bros. Building, the Meese Building, the Aronson Building and other business blocks and residences of importance were constructed by him. His work, however, is not confined entirely to this city. In San Diego, Fresno, and other cities he has erected buildings of various descriptions; one of his latest productions being the Farmers' Bank at Fresno, which is a substantial

and imposing granite, sandstone, and pressed brick structure. He also erected the Electioneer Stable in the same town; a commodious brick structure, complete in all its appointments, and now he is working upon the plans of a number of large business structures and residences to be erected in this city.

Having had an extensive experience in the construction of heavy buildings which called for the best architectural ingenuity, and being eminently familiar with every detail of his profession, Mr. Armitage has practically demonstrated his fitness for adorning the profession he holds in the front rank of the San Francisco architectural fraternity.

He is a liberal contributor to all improvements which tend to advance the city and State, and is, in the fullest sense, one of San Francisco's successful and progressive citizens.



ALEXANDER BADLAM.

ALEXANDER BADLAM.

THE subject of this sketch, Mr. Alexander Badlam, was born in Cleveland, O. His ancestors came to America early, before the Colonial days, and settled in New England.

His mother was a native of Maine, and his father was born in Massachusetts. His father was one of the pioneer settlers of Ohio and California, having reached this State by the overland route, June 3, 1849.

In 1850 his father having returned from California for his family, they joined an emigrant train, and, like thousands of others in those perilous days, started for California. They crossed the plains and were among the party in which the cholera broke out in that memorable year. It is pleasant for Mr. Badlam to tell of his experiences in driving a team from the Missouri River to Sacramento, when but fifteen years of age.

In Sacramento, in 1857, he associated himself with Charles L. Farrington, Frank Webster, John Benson and Nat Ford, and organized what was then well known as the Alta Express Company. Considering that the party had but little capital to begin with, and that they sold out their business at the end of a year for thirty thousand dollars, we must conclude that the tact and sagacity of young Badlam manifested itself on more than one occasion.

In 1863 he was nominated for the Legislature on the Republican ticket, and ran against Ex-Governor John Bigler, beating his opponent almost two to one at the election. It was while serving the people in the capacity of a legislator he first attracted public notice. There were no thieving schemes or corrupt legislation

foisted upon the people by designing politicians that Mr. Badlam did not expose. The prominence achieved in that gathering soon secured for him more than an ordinary degree of recognition.

In 1869 he was elected a member of the Board of Supervisors by an almost unanimous vote. In that body he persistently and judiciously fought every ring and corrupt measure proposed. This gained for him the approbation of the people, and in 1875 the Supervisors elected Mr. Badlam Assessor. It was in that capacity that he gave the best evidence in the world of his ability to have everything reduced to a perfect systematic order.

The assessments that he made that year gave him a great reputation, having been instrumental in compelling the rich men to pay the taxes due to the people.

In the fall of 1875 he was re-elected by the people, receiving a majority of six thousand votes over his adversary. At that election the Democratic candidate for Governor, Mr. Irwin, was elected by the same majority, and almost the entire State and County Democratic ticket went into office at the time. Mr. Badlam was noted for his thorough knowledge of his business.

He is a married man and the father of three children, the oldest being a young man of 28 years, now engaged in insurance business, and a younger son who has achieved a world-wide reputation as a mechanical engineer and inventor. His daughter, Miss Maude, is an exceedingly accomplished young lady of society, with a phenomenal range as a vocalist, and fine pianist. Mr. Badlam mar-


ried, in 1861, Miss Mary Burgess, of Sacramento. She is a lady of medium height and graceful, auburn hair, fair complexion, blue eyes, and was regarded as the handsomest young lady in Sacramento. They live happily together with their children in a beautiful and neatly furnished residence at 1024 Franklin Street. Mr. Badlam himself is a hale, hearty gentleman, with a full

round face. He weighs 200 pounds avoirdupois, and stands about five feet eleven and one-half inches in height. He is kind and generous to his employes, and accommodating to those he has been serving. For the past six years Mr. Badlam has been President of one of the most successful insurance companies in California, and is interested in railroad building, and many other enterprises.



L. B. BENGHLEY.

LEONIDAS B. BENCHLEY.

 F those who may be termed pioneers, few have been more successful in the development of California industries than Leonidas B. Benchley. For nearly forty years this gentleman has occupied a prominent position in the eyes of his fellow-citizens, either as a merchant, municipal legislator or manufacturer, and during a great portion of that time he has been identified with the successful prosecution of one of the most important industries of the city and coast. Like many other leading Californians he is a native of the Empire State, but his manhood has been spent in the service of California, and so effectually, that his name will always be linked with that of those perpetuated in the history of her industrial development. He was born in Newport, Herkimer County, N. Y., in 1822, and was educated at the Fairfield Academy in the same county.

Arriving at man's estate he became interested in a general merchandise business in his native town. He followed this successfully for several years, and doubtless would have been contented to have spent all his life in mercantile pursuits had not the call from California reached willing ears all over the Atlantic States, and especially in one of the greatest and most enterprising of them all—New York. The desire for riches and adventure stirred all the young blood of the land, and Mr. Benchley, then in his manhood's early prime, was not behind the rest in enthusiasm. Bidding adieu to the quiet life of a country town, and to the slow progress by which wealth was accumulated under such circumstances in

his early days, we soon find him forming one of the grand army bound for the shores of California. Being, however, conservative by nature as well as enterprising, he did not, like many others, start for the golden shores on receipt of the first news of the wonderful discovery that had been made within their borders. It was only when experience had assured him that gold mining became a permanent, flourishing industry by the far Pacific that he determined to cast in his lot with the founders of the new land. Neither like many others was his sole capital youth, hot blood and enthusiasm. He had sufficient funds when reaching the State to establish a business of his own. He arrived in May, 1850, by the Panama route, and on this side was a passenger on the steamer "Oregon." He departed immediately for Sacramento, where there was centered the active business and industrial life of the State. They were good times for trade and here Mr. Benchley, embarked in the wholesale grocery business. In this he was very successful. All this time, however, San Francisco, which had been comparatively unimportant was fast giving promise of what its future would be, and with that keen business insight which has ever characterized him, Mr. Benchley soon saw that it was advisable for him to cast in his lot with that of the growing metropolis of the coast. So in May, 1852, he started in the hardware business, forming a co-partnership with John Bensley and S. M. Alford, under the title of Benchley & Co. The establishment soon became one of the leading ones in the

city, and brought together in familiar business and social association a number of the brainiest and most enterprising men in the city. Amongst those besides Mr. Benchley himself may be reckoned: William Alvord, D. O. Mills, of the Bank of California; John Bensley, already mentioned; Louis McLean and Alvinza Hayward. The fact that San Francisco was headquarters for the distribution of an immense quantity of iron and steel needed in the mines and the various industries of the coast, suggested at an early day to the active mind of Mr. Benchley the desirability of establishing the manufacture of iron and steel on the Pacific Coast. He had frequently conversed with the gentlemen noted, and of the possibilities of success, his office being the place where animated discussions on the subject were carried on and where the project since so successful had at length its inception in May, 1866. These gentlemen finally made up their minds to establish a rolling mill and they started the Pacific Rolling Mill Company, with a capital of \$1,000,000. Mr. Benchley practically adventured his whole fortune in it, for from 1869 he gave up his business to become its General Manager, which he has since remained. Like all other early enterprises it has had its alternations of success and adverse fortune, but the splendid business ability displayed in its management at length established it on a thoroughly firm basis as one of the most solid and successful industrial institutions in America. It has been more successful than most manufacturing enterprises on this coast, and is the grand crowning success of Mr. Benchley's life and labors. It has now a capacity for the production of from 45,000 to 50,000 tons of merchant bar iron and steel annually. The manufacture of steel was added by degrees as demand was made for it, but a thor-

oughly complete steel plant was not put in till seven to eight years ago. This, however, is not the only manufacturing enterprise with which Mr. Benchley has been associated. There have been others. But the only one that we shall now mention is the Pacific Oil and Lead Works, established in 1863, for the manufacture of linseed oil. Besides Mr. Benchley there were also with him in this enterprise John Bensley and D. O. Mills. Mr. Benchley retired from the business in 1875. He has in early days been one of our municipal legislators, as he was a member of the Board of Supervisors in 1856, when chaos reigned, and it needed some judgment and firmness to bring order from confusion and restore the administration of municipal affairs of San Francisco to a sound and healthy basis. He has since, like many other prominent men, been frequently asked to allow himself to be placed in nomination for public office, but his all-absorbing business interests have invariably obliged him to decline. He was one of the founders of the Young Men's Christian Association of this city, and is still a member of the Board of Directors. He has been a member of the First Congregational Church of San Francisco since 1852, and has always been prominently identified with it. He was married in 1845 to Miss Helen A. Kenyon, of Middle Ville, N. Y., a handsome and amiable lady who has borne him five children, three of whom are now living. One, a son, is in business in Los Angeles. His two daughters are married, one residing in Minneapolis, the other in New York. Outside of his business interests, Mr. Benchley has been always unobtrusive and retiring. His tastes are quiet and gentlemanly. Having a happy home he finds his chief pleasure in the domestic circle. He is polite without being effusive, and charitable without ostentation, religious in temperament without phar-

isaical display. In business matters he has been most successful, due to his sound judgment and conservative method. In fine he has been the chief agent in building up to a gratifying success one of our greatest and most promising industries, and

for this is entitled to the highest esteem and gratitude of the citizens of San Francisco and the Pacific Coast ; his means and influence always freely given for the furtherance of every object involving the prosperity and good of his fellow-men.



COL. HERMANN BENDEL.

COLONEL HERMANN BENDEL.

HOL. Hermann Bendel, one of our leading grocery merchants, and a veteran of the late war, was born in Oldenburg, Germany, in 1837, and is, therefore, still in the flush of vigorous manhood. He received a military education in his native country, which stood him in good stead in the land of his adoption.

In 1858, when he had just attained his majority, he came to the United States. For three years, from 1858 to 1861, he was engaged in business in St. Louis, Mo.

Here his military tastes soon led him to attach himself to the local militia, and in 1861, when the war broke out, we find him a captain of mounted rifles. When President Lincoln called the people to arms, Captain Bendel was one of the first to respond, and as the State militia cast its lot with secession, he immediately resigned his command. On April 23, 1861, he joined Company C, Second Missouri, then forming, of which he was elected Captain. He was one of the first to respond in St. Louis to the call for the Union cause. He volunteered for the three months' service, but remained with the army till 1863. His command formed part of the army of the southwest, under Lyons and Sherman. His first engagement was at Camp Jackson, where the Missouri militia surrendered. Here he took his old landlord prisoner. The meeting between them was not at all cordial. Few can realize the intensity of the hatreds that divided friends, even brothers, during the course of this contest. A Confederate from Texas felt much more amicably disposed towards a Union man from Massachusetts than

he did to one from his own neighborhood. From this cause the life of Captain Bendel was more than once in danger, and thus was added peril to the ordinary danger. At Boonesville, Duck Springs, Pea Ridge and Wilson's Creek, as well as in many minor engagements, he exposed his life for the cause so dear to his heart, and during two years shared all the dangers and perils of a soldier's life.

Wilson's Creek was the hardest fought of the engagements noted. Here one-third of the Union forces were either killed or wounded. In Arkansas Captain Bendel was wounded in the right lung in an engagement with the Texas Rangers.

He left the army with the rank of major. One of the incidents of his early military career was the prevention of the escape of convicts from the State Prison at Jefferson City, the capital of Missouri, in July, 1861. While drilling his men, a report was brought to him that the prisoners were about to escape. On investigation it was found that one-half of them were on the wall while the other half were digging through it. There were 565 in all. He repaired immediately to the prison; the guns of his men were brought to bear, and order was speedily restored.

He came to this coast for the benefit of his health. His brother-in-law, H. Thyarks, was then a member of the firm of Tillmann & Co., which had been founded way back in 1853. Here he was first engaged in business on the coast. In 1867 he became a partner in the firm of Taylor & Bendel. In 1869 this firm had conducted a liquor business, sold it to Nic. Van

Bergen & Co., and purchased the business of Tillmann & Co. In 1874 Mr. Taylor died. Soon after Mr. Bendel was traveling in Germany on his bridal tour, where he met Mr. Tillmann, and after comparing notes, the latter gentleman concluded to come back to San Francisco again and was re-admitted as a partner in the old firm which then became that of Tillmann & Bendel.

Mr. Bendel has prospered in business exceedingly, and now his firm conducts one of the most extensive grocery business in the United States. He is interested in several other enterprises, as the San Jose Fruit Packing Company, the Natoma Vineyard and Water Co., of both of which he is President.

He was one of the founders and a director in the American Sugar Refinery. In leaving the army he did not altogether retire from military matters. On February 8, 1887, he was appointed by Governor Bartlett on his staff as Inspector General of Rifle Practice, a position which his training in an especial manner fitted him for. Here he ranks as Colonel. On November 12, 1888, he was re-appointed by Governor Waterman to the same position. He has ever taken a keen interest in military affairs, and has always a cordial welcome for his old comrades in arms. He is a member of the Loyal Legion, and of George H. Thomas Post, No. 2, G. A. R., a leading merchant and good citizen.



IRA BISHOP.

IRA BISHOP.

IRA Bishop, manager of the San Francisco Tool Company, which is so widely and favorably known in this city and throughout the Pacific Coast, is a native of Bishop's Mills, in what is now known as the province of Ontario, Dominion of Canada, and was born April 13, 1846. He attended school in his native town until he arrived at the age of fourteen, when he was employed by his father as a salesman and bookkeeper in the lumbering and sawmill business, in which the elder Mr. Bishop was extensively engaged. He remained here until, a youth of seventeen, he decided to seek fame and fortune in the neighboring Republic. After considerable wanderings in the Western States, he finally secured employment at Cheboygan, Michigan; He here devoted himself to the interests of his employer, who was engaged in the teaming business, with such assiduity and industry that when "pay day" came he was allowed \$5 more per month than the other employees. The success thus achieved, together with the approbation bestowed by his parents, acted strongly as an incentive to young Bishop, who very correctly concluded that the first step taken by young men desiring to succeed in life was to be faithful and industrious. After reporting progress to his family at his boyhood's home, he returned to Michigan, and for three months was once more engaged at lumbering. He now concluded to seek his fortunes in California, and arrived at Truckee in the early part of June, 1871. The young man here employed himself at lumbering and teaming for some three years, and in November, 1874, paid a visit to his friends and

relatives in the East. Returning to California he was engaged in various enterprises in Boca and vicinity, among others in the construction of a bridge across the Truckee River, with an old friend, Mr. C. C. Comstock. Acquitting himself in this with credit to himself and satisfaction to his employer and friend, Mr. Comstock, the latter gentleman offered him favorable terms to continue with him. Mr. Comstock was employed as Superintendent of Construction of Bridges by the Central Pacific Railroad Company, and his proposition was accepted by Mr. Bishop. Following the principles already referred to, within a few months he was advanced to the rank of foreman, and continued as such until the Spring of 1880. Acquitting himself creditably in this capacity, he established a reputation, as is evidenced by the fact that his services were sought by the prominent firm of Balfour, Guthrie & Co., of San Francisco, who projected the erection of a wharf at their grain warehouses and depot at Benicia. Mr. Bishop had but recently married, and with the increased responsibilities entailed by his entrance into the matrimonial state, he was glad to secure a position where an increased income was assured. In the course of events this proved to be the stepping-stone to the position which Mr. Bishop now fills so creditably. Having completed his contract, and after a period spent in his old position on the C. P. R. R., he superintended the erection of the Benicia Agricultural Works, for Messrs. Baker & Hamilton, of San Francisco and Sacramento. This undertaking was accomplished in April, 1881, and in

the meantime he also built an hotel in close proximity to the workshops referred to. His services were next called into requisition by the Grangers' Business Association, and for them he constructed an extensive wharf and grain warehouse, which work was completed in October, 1881. He was then engaged in the construction of a ferry slip for Messrs. Mizner & Shirley, connecting Benicia with Martinez. A cannery and wharf for the Carquinez Packing Company was next built, and the buildings of the Benicia Packing Company raised and new foundations placed in position.

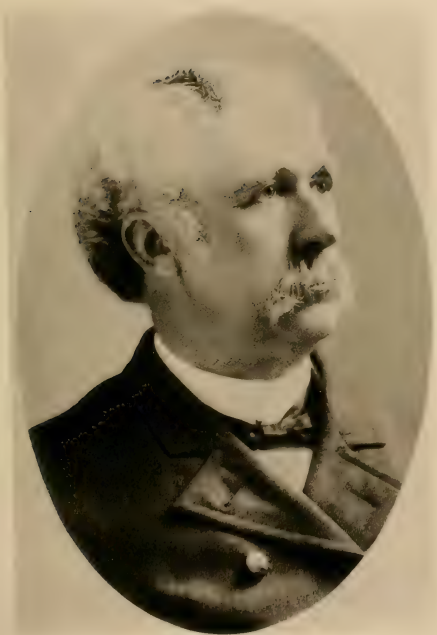
Mr. Bishop was at the head of many undertakings of greater or less importance, a detailed description of which lack of space will not here permit. Among the many were the building of the Nevada Docks, at or near Port Costa, for the late James C. Flood; a grain warehouse at Hanford for S. Blum & Co, and one for Messrs. Kitchner & Co. at Traver, which latter was finished in August, 1884. While thus busily engaged, Mr. Bishop devoted his surplus energy to the improvement of the sack elevator ordinarily in use, and his inventive faculty produced a machine of such merit that sixty were sold during the season of 1884.

With so extensive an experience, it is not surprising that he had established a reputation for mechanical skill and managerial ability. In August, 1885, his services were required by the San Francisco Tool Co. with whom he made satisfactory arrangements, to the effect that at the expiration of three months he should have the privilege of buying an interest in the works of the now prominent company. Remaining on a liberal salary for the time mentioned,

this gentleman secured an interest in the business, and shortly afterwards was elected by the Directors as manager of the works, which responsible and important position he still holds.

In 1886, Mr. Bishop was appointed Superintendent of the Pacific Power Company, and in that capacity still acts. In addition to the regular routine business of the S. F. Tool Company, a complete system of water works has been built for the Benicia Water Company, and a number of very high-class compound condensing Corliss engines have been put in, including one for the Pacific Power Company, for the purpose of running four 40-horse power electric dynamos. This engine furnishes power to four circuits, with electric motors, which provide the necessary power for neighboring factories, and which are now in successful operation. The most important enterprise now in charge of Mr. Bishop, representing the San Francisco Tool Company, is the building of the cable road for the Piedmont Cable Company, of Oakland, which will involve an outlay of about \$650,000, and which will be completed in the Spring of 1890.

This gentleman is a skilled mechanic of the first class, thoroughly acquainted with his business, and, as has been shown, under his supervision many important works have been constructed. Mr. Bishop is but 43 years of age, in the full prime of an active and busy life, and it is reasonable to expect that in the future he will be still more prominently identified with works of the character of which the San Francisco Tool Company makes a specialty and of which he is the able and efficient manager.



HENRY M. BLACK.

HENRY M. BLACK.

THOSE who have borne the burden and heat of the day in the arduous work of founding our industrial system will ever be held in grateful remembrance by the citizens of San Francisco. Some of those who have thus distinguished themselves have been laid away in the pioneer's last resting place, while others, yet as full of energy and activity as ever, are still overcoming the obstacles that yet remain in the path of the Pacific Coast manufacturer. Not the least distinguished amongst the latter is Henry M. Black, a native of Ireland, where he was born on the 18th of September, 1834. He may thus be still termed a man in the prime of active life. He came to the United States with his parents when four or five years old; they settled in Portland, Maine, where young Black first attended school. They next settled in Cambridge, where he learned the art and mystery of carriage making. He went to work when sixteen years of age, and after spending five years with Slade & Whitten in Boston, whose establishment was at the corner of Franklin and Hawley streets, he found himself launched on the stormy sea of life, to struggle for the prizes that the world has to bestow on the successful aspirant for her favors. After spending six years in the hub of the wheel round which revolves New England, and her sons devoutly believe the world, Mr. Black made up his mind to avail himself of the opportunities that the Pacific Coast, then a veritable new world, offered to the ambitious and enterprising. Accordingly, in 1860, he left on the steamer "Champion" for Aspinwall, reaching San Francisco on the "Golden Gate."

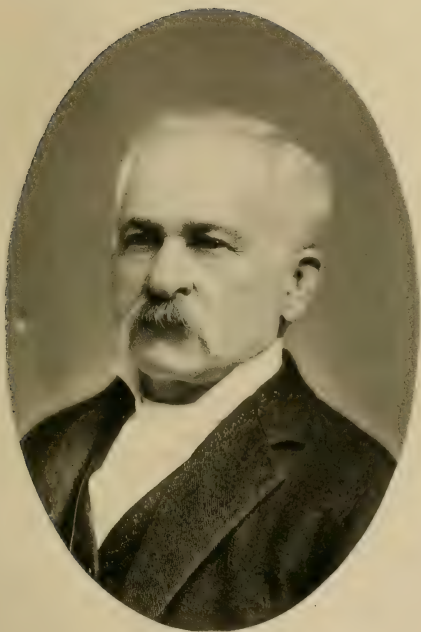
He at once went to work in the establishment of H. Casebolt & Co., on Second street, opposite Market. Here he remained a year. He was not, however, satisfied to work for others, and after obtaining sufficient knowledge of our local needs in the direction of this industry, and having an intuitive perception of how to supply them, he, in company with D. D. Miller, started in business for himself. The firm was known as Black & Miller, and had their establishment on Third and Market streets. Here they were at that early day outside of the city, as we now know it, but Mr. Black was aware that it would grow, and that an investment there would ultimately prove a paying one. The new firm was a successful one, and the partners did business together till 1869, when Mr. Miller retired. Edward Saul took his place and remained five or six years. Since that time Mr. Black has borne all the burdens of the business alone. The original establishment was removed higher up Market street to the place where Sanborn & Vail's establishment now is, in 1875. Here it remained till Mr. Black moved to Mission near Second, six or seven years ago. He still owns the property which he built himself. He was on Market street in all twenty-three years. When he began to manufacture, most of the carriages used on the coast were imported, and the task of building up the local industry was not an easy one. But Mr. Black was a thorough master of his business and success followed him almost from the start. He has seen San Francisco grow from a city of forty thousand inhabitants to one of nearly nine times the number, and the industry in which

he has labored to such good effect, too, expand proportionately. He received in 1869 a gold medal for the first hack and top carriages and buggies ever manufactured in California or on the coast, and has many a time, and oft since then, carried off premiums from his competitors.

Nor has he been unmindful of civic responsibilities, nor have the people been unmindful of his services to the interests of the city. He was elected School Director in 1875 and served four years in that capacity with credit to himself and benefit to the cause of education. Previous to that, he served four years on the Industrial School Board when the institution was sustained by private citizens and conducted solely on a charitable basis. There was then no such thing as political patronage in connection with it, and we need hardly say that it gave more satisfaction than it has done

many times in later years. The girls sentenced there were subsequently turned over to the charge of the sisters, and many of them have not only reformed, but made excellent wives and mothers. Mr. Black served San Francisco as a member of the last Legislature. He was Chairman of the San Francisco Delegation, and besides did good service on the Judiciary Committee, and those on Public Lands and Education.

He was married in Boston when only twenty-two years old, and again in 1877, to a highly cultured and accomplished lady, but he has only one child living. He is a gentleman of fine physique, good presence, affable manners, and is what would anywhere be called a handsome man. His services to the cause of California industry and to the public weal entitle him to a niche in the temple of San Francisco's worthies.



E. M. BLOCK.

ELIAS MONROE BLOCK.

AS a pioneer and merchant, E. M. Block is by no means one of the least noted. He was born in Bohemia in 1823, but left the land of his birth at an early age, and is in all respects distinctively American. His father came to St. Louis, Mo., when the subject of our sketch was only 13 years of age, and settled in Pike county, but his son, while still young, went to the State's metropolis, where he clerked in an establishment for some years, commencing on a salary of \$5 per month. Attracted by the golden glories of California he early sought our shores, reaching this city July 5, 1849, coming by the Isthmus route, in the well-remembered "Niantic." Like some others who saw as much gold in San Francisco as in the placers of the Sacramento Valley, he concluded to adopt a mercantile career, and clerked for a large importing house—that of A. H. Sibley—till it was burned out, afterwards officiating in the same capacity for James Blair of the navy, and owner of steamships sent out from Philadelphia. He finally ventured into business for himself on the corner of Commercial and Leidesdorff streets, and was burned out in the disastrous conflagration of 1851. He was, in 1850, part owner jointly with James Blair and J. C. Beidelman of the steamer "Sacramento," which made

weekly trips to Marysville. The fare was \$40 and the freight \$40 per ton. For lumber \$200 per thousand was charged. He was a stockholder in the California Steam Navigation Company, organized in 1853, Major Sam Hensley being the President of the company.

He bought very largely at the first city sale, in 1849 and 1850, real estate consisting of 50 and 100-vara lots, in various portions of the city. These, which are now worth millions, he sold at a sacrifice and left for New York. Not expecting to return, he went into business in the Empire City, but again concluded to revisit California. After remaining here awhile, he sought New York once more in 1859, being located at 20 Exchange place and 19 Broad street, where for some years he was known as one of the leading bankers and brokers of Wall street. He visited the coast in 1870, but again the Empire City called him back.

After a five years' absence he returned to California, and he has resided here ever since. For awhile he devoted himself to seeking for investments, and finally in 1877 purchased Carmen Island Salt Works, of which he has been sole proprietor of the business until lately, when his son William was taken into partnership. He married in 1859, and has a family of three children.





JOHN L. BOONE.

JOHN LEE BOONE.

BOONE is an historical name of our country, and familiar to every schoolboy in the United States. John Lee Boone, of San Francisco, is a member of the family made famous by the great Kentucky pioneer, Daniel Boone, his great-grandfather George Boone and Daniel having been brothers. It would seem that a spirit of adventure and enterprise was one of the characteristics of the family, for we find the father of John Lee Boone one of the first white settlers in the State of Oregon at the site of Salem, now the Capital, then a wilderness. This was in 1844, when John was but a child a year old, having been born in Lee county, Iowa, on the 5th of August, 1843. His father, John D. Boone, was a representative man of Oregon, and for eleven years in succession was its State Treasurer. On both sides Mr. Boone has reason to be proud of his lineage, which is purely American, dating back for several generations. His grandmother on his father's side belonged to the family of Virginia Randolphs, while the same relationship on his mother's side was with the Crafts of Virginia.

Mr. Boone, after a course at the Willamette University at Salem, was sent, when 16 years of age, to the Ohio Wesleyan University, at Delaware, Ohio, to complete his education. He remained at that institution until the breaking out of the war in 1861, when he enlisted as a private soldier in Captain C. H. McElroy's Co. D, Twentieth Ohio Vol. Inf. He served in the battles of Fort Donelson, Shiloh, Iuka, Hatchee River, McKnight's, Lane's, and was under General Grant until shortly before the siege of Vicksburg in 1863. He received a discharge from the Secretary of War in

order that he might be promoted, and was tendered a commission by Governor Dennison, of Ohio, on General Cox's staff, but declined the offer, that he might make a visit to his parents in Oregon, who were anxious to see him. Before returning, however, he was married (in July, 1863) to Miss Annie M. Lawson, daughter of Major Joseph Lawson, of the Eleventh Kentucky Cavalry, when the young couple returned to Oregon, where they received an enthusiastic reception. On the 21st anniversary of his birthday (August 5th, 1864), Mr. Boone was elected to his first public position, that of justice of the peace and at the same time was made an alderman of the city of Salem, remaining in office until October of the same year, when he was appointed Adjutant First Oregon Infantry. He continued in military service until November of 1865, acting as A. A. A. General of the Department of the Columbia, when he retired and began the study of law, being in the meantime twice elected clerk of the Oregon Legislature.

In 1867 he came to San Francisco, and was for many years connected with the house of Dewey & Co. as manager of the Scientific Press Patent Agency, retaining the position until 1878, when he opened an office on his own account. Mr. Boone's legal knowledge and ability, especially as regards all business connected with patents, has been many times exemplified in the conduct of the most important cases. We may mention here the case of John Reynolds vs. H. L. Dodge, et al, tried in the U. S. Circuit Court. Dodge was superintendent of the San Francisco Mint, and consequently the United States was the real party defendant. In this case Mr. Boone obtained a judgment amounting to \$60,-

000, which he collected from the government. In the suit of Fisher et al. vs. Hoskin, involving the right to manufacture and sell the Little Giant Hydraulic Mining Machine, so familiar to hydraulic miners, Mr. Boone succeeded in overturning the result of eight years of prior litigation, in which other attorneys had contested the matter; in fact Mr. Boone's record in the U. S. Circuit Court as a successful patent lawyer is unequaled. Mr. Boone is untiring and persistent in his efforts for any client whose cause he espouses, as the following anecdote will illustrate: In a case pending in the Superior Court a short while ago he was opposed by two of our most prominent attorneys, Judge A and Judge B, who had both held judicial positions, and whose offices were in different parts of town. Judge A appeared to be the principal attorney, but when Mr. Boone would send his clerk to him to get any information or to get a stipulation signed, Judge A would send him to Judge B, and Judge B would send him back to Judge A, until the thing became almost unbearable. At last Mr. Boone sent Judge A a polite note suggesting that he (Judge A) was not acting in good faith. After reading the note Judge A flew into a violent passion, and told Mr. Boone's messenger to "tell Boone to go to the d—l." Not satisfied, however, with sending the word verbally, he also wrote Mr. Boone a letter in which he reiterated his demand that Mr. Boone should go to the d—l. To this Mr. Boone sent a quiet reply that he long suspected that the d—l was mixed up in the case, but that he had not expected to find him in the person of Judge B, and that he was highly pleased that the

individual had at last been located. The humor of this reply was so apparent that Judge A upon reading it burst into a hearty laugh, and has never failed to remark when he meets Mr. Boone that the joke was too good to keep. Judge A has ever since held Mr. Boone in the highest esteem.

Mr. Boone is a member of the G. A. R. In 1884 Mr. Boone was elected to represent the Thirteenth Senatorial District in this State in the State Senate, which position he filled with credit to himself and to the entire satisfaction of his constituents. In 1888 he was for a time the recognized Republican candidate for Congress in the Fifth Congressional District, and could have been the candidate of the party if he had desired the nomination, but while in the full tide of his canvas when there was no candidate to oppose him, he withdrew his name and refused to accept the nomination, much to the disappointment of his friends. Mr. Boone is at present a member of the Executive Committee of the Republican State Committee, and we doubt not that there are future honors awaiting him.

For a number of years past Mr. Boone has been engaged in the practice of law exclusively, but he has recently resumed the soliciting of patents in connection with his law practice. His office is at present located at No. 137 Montgomery street, on the southwest corner of Bush and Montgomery streets.

Mr. Boone's family consists of his wife and four children, two boys and two girls, who bid fair to sustain and hand honorably down to a later generation the historical name of their American ancestors.

FRED L. CASTLE.

NONE amongst our merchants has a more honored name than that of Fred L. Castle. He was born in the world's great Babylon, London, in 1828. His father was a stock broker in high standing in this great metropolis. He had three sons—Fred L., Goodman, and Michael; all brought up to mercantile career, and receiving the benefits of a liberal education in their native land. When very young Fred L. came to the United States. He also sought business opportunities in Canada. He arrived in San Francisco in 1850, and since then, nigh on to forty years, he has been a conspicuous figure in mercantile circles, though early in the fifties having sold out his interest to his brother he returned to England where he resided three years. Coming back he resumed his place in the firm. Goodman died in 1860. Michael sold his interest to Fred L. a few years subsequently. Mr. Castle's life work has been devoted to the establishment of the present house, and the advancement of the interests of the grocery trade in San Francisco. In this he has been ably seconded of late years by his son, Walter M., whom he took into partnership with him in 1877, and who is one of San Francisco's rising young merchants. Mr. Castle's other son, Eugene, a kindly, genial

young man, of more than ordinary promise, died in 1882, universally regretted by all who had the pleasure of his acquaintance. Fred L. Castle was one of the pioneers of our tea trade with the Orient, and has worked hard in its development for nearly forty years. Mr. Castle was married in 1855 to an accomplished lady, and has an interesting family. He is President of a new hospital that is just being established and belongs to many organizations, principally of a benevolent character. A member of the Chamber of Commerce almost since its organization, he has always been foremost in the adoption of practical measures calculated to foster our trade, and to extend the field where it could be profitably established. He is unostentatiously charitable, is a uniformly courteous and obliging gentleman, and as a merchant takes position in the front ranks of those who have shed a luster on our commercial history by their character and standing. Although over forty years in business he is still to be found at his post as active and busy as when he first entered the honorable pathway that leads to mercantile success. It is by men, such as he, that the true foundation of the prosperity of states and cities is enduringly laid and unremittingly conserved.

CHARLES METAPHOR CHASE.

CONNECTED, as he has been, with the press and with several important public matters, and having experienced his share of the vicissitudes of fortune, the life of Charles M. Chase has, for a quiet citizen, been abundantly full of incident.

He is a native of Maryland, the New England of Catholicism, having been born at Baltimore. His paternal ancestry was English, and had been established in the Colonies for a couple of centuries, four brothers of the name, of whom Aquilla was one, having come to New England in the Seventeenth century.

During its long residence in America a strain of French blood mingled with that of the family.

His mother's family came from Pennsylvania, being originally of Holland-Dutch ancestry.

He is thus in his own person fairly representative of three of the great races whose brain and brawn helped to create an empire in the wilderness on this side of the Atlantic.

From Aquilla Chase, previously mentioned, he is a lineal descendant. His father was a prosperous merchant of Baltimore, and had long been engaged in the Rio trade.

He received his education at St. Mary's College, Baltimore, one of the oldest educational institutions in the country, conducted by the Jesuit Fathers. Here he acquired the elements of instruction necessary to fit him for a mercantile life.

He left college in 1848 and immediately entered the counting-house of a prosperous mercantile firm, heavily engaged in the West India trade. Deeming, however, that California afforded a better opportunity

for ambitious young men, he left New York May 25, 1852, for the shores of the Golden State. The "United States" carried him to Panama, and the "Winfield Scott" from Panama to this city, where he arrived June 25, 1852. He is thus an old-time Californian, and may well be termed a pioneer.

He has seen both city and State grow from infancy to adolescence. The former from a small town to the metropolis, with over 330,000 people; the latter from a mining camp, to a prosperous agricultural and manufacturing commonwealth.

Among the companions of his voyage were George S. Mann, an old-time underwriter; S. G. Reed, the noted banker and steamship man of Portland, Or., and John Conness, afterwards United States Senator from California.

On arrival he proceeded immediately to Calaveras County and engaged for a time in mining, but with indifferent success. He soon returned to San Francisco, whence he proceeded to San Jose; but it was not long before he found himself again in this city.

Like many other Californians, he was at this time anything but a favorite of Fortune. That fickle jade has, however, since abundantly rewarded him, as far, at least, as material wealth is concerned.

After many vicissitudes and anxieties, he at last found employment in the office of the County Surveyor, W. P. Humphreys, still his intimate and warm personal friend.

On leaving this he became interested in the *Commercial Advertiser*, the successor of the *Daily Whig*. The *Advertiser* was purchased in the

interest of David C. Broderick, to help to elect him as United States Senator. Mr. Chase was business manager of the *Advertiser* until such time as it successfully accomplished its object, when its publication ceased. He worked hard and enthusiastically in the cause of Broderick, and he looks back upon the circumstances connected therewith as forming one of the proudest episodes of his career.

On leaving the *Advertiser* he purchased a job printing office, in October, 1854. It was located on the corner of Clay and Kearny streets, in the old California Exchange Building. Here, notwithstanding he was of age, he acquired a thorough knowledge of the printing business in all its branches, becoming a practical printer in the true sense of the term.

In April, 1855, in conjunction with M. D. Boruck, he established the *Fireman's Journal*. In 1859, the partners purchased the *Spirit of the Times*, into which the other was merged. In 1870, Mr. Chase turned over his interest in the paper to Mr. Boruck. The *Spirit of the Times* is still in existence, successful, and under the management of Mr. Boruck.

In 1865, Mr. Chase associated himself with S. C. Bowley, under the firm name of Chase & Bowley, in the auction business. Their place in the Merchants' Exchange on California street will be well remembered by old Californians.

In 1871, he became a member of the firm of Killip & Co., engaged in the live stock and commission business.

He was married in 1856 to a devoted wife, who died in March, 1890, and whose loss he has never ceased to mourn, she having been the companion of his joys and sorrows for thirty-four years. Her death has left a blank in his life which he feels can hardly be filled.

He was for eleven years a member of the old Volunteer Fire Department, and was Secretary for a number of years of Monumental No. 6. He was for years a member of the Board of Delegates, S. F. F. D.

In 1874, in conjunction with H. R. Covey, J. R. Dickey and J. N. Killip, a company was formed, the Bay District Fair Grounds leased, the building erected and the track constructed. This enterprise cost in the neighborhood of \$150,000, of which the gentlemen named contributed a fraction over \$81,000.

The enterprise was quite successful, and has contributed much to the improvement of the breed of horses in California.

Mr. Chase has been a member of the State Board of Agriculture for eleven years, and has contributed not a little to the success of the State Fair and to the promotion of agriculture, live stock raising, and the manufacturing interests of California in general.

He was a member of the National Guard in Vigilance Committee times.

He was one of the original members of the State Board of Forestry, and did active service for several years.

He is a member of the Masonic Fraternity, being attached to San Francisco Chapter No. 1, and Doric Lodge, No. 216, and on two different occasions has been elected Master of that Lodge.

He is still in active business life, a man of parts and enterprises. He has contributed much to the welfare of both city and State. A gentleman of quiet manners, of varied information and extensive knowledge of the world, he is a very good representative of that class of San Franciscans who quietly and unobtrusively perform their parts in promoting the prosperity of the city and State.



JOHN M. CURTIS.

JOHN M. CURTIS.

MANY and varied are the grades of workers concerned in the building up of a commonwealth, or a city of metropolitan fame, such as is San Francisco. Some work with the hand, some with the brain, many with both together, but the labors of even the humblest could not be dispensed with, while a mart of commerce like San Francisco calls especially for the services of merchants, bankers, manufacturers, and skilled artisans. It needs no less these invaluable ones rendered by the professional man, the divine, the physician, the jurist, and though last, not least, the architect. In fact, the measure of the advance in civilization of every community is found in the comfort and artistic beauty of its homes, its streets, and public buildings. The architect is par excellence a city "builder," and the noble profession of which he is a member is called upon, not only to supply the elements of solidity, but those of strength and beauty to the edifice in which we dwell, or which we need for purpose of trade, manufactures, worship, jurisprudence, or the other many and varied callings needed in our modern civilization. Besides the indispensable elements of style and beauty in the construction of edifices, he is also called upon to take measures for the conservation of the health and comfort of the citizen in the matters of ventilation, heating, and drainage. According as he is proficient in his chosen profession are these things well or illy done. The profession is well represented in San Francisco. Like the city itself, it is catholic and cosmopolitan, as its followers come from every school and hail from every land. The result is seen in a pleasing

variety of styles which yet combine to form a harmonious whole. During the past few years a new era has arisen in metropolitan architecture. Many elegant and costly buildings have already been constructed, and during the next few years it is hardly too much to assume that the ugly gaps between will be occupied with structures fittingly representing our wealth and business enterprise. To no one of the many estimable gentlemen who fill the ranks of the profession of architecture can a higher place be assigned than that which must be given to John M. Curtis. Coming from an old Southern family that settled generations ago in Virginia, from thence to Kentucky, he was born in Warsaw, Ill., in 1852. While still very young his parents removed to Lexington, Mo., from thence to St. Louis, Mo. Here he received his education in the public schools and polytechnic institute. Leaving school while still a mere lad, he learned the trade of carpentering with Bent & Garrity of that city. But his natural tastes and inclinations soared above the mere mechanical details of his trade, and entering the office of Mitchel & Brady, well-known architects, he mastered the profession in which he has since obtained distinction. Coming to San Francisco in 1874, he was employed by various local firms of architecture in the four following years, but during the past twelve years he has been in business for himself and has been very successful, his name and work being well and favorably known, not only in San Francisco, but in many interior counties as well. He has given much attention to the construction of public

buildings, having been the successful competitor for the designing of the Court Houses at Eureka, Humboldt County, and Santa Rosa, Sonoma County, the County Jail and offices at Santa Cruz, and the Hall of Records and County Jail at Santa Rosa, now in the course of erection. The Masonic Halls at Paso Robles and Suisun, Redding and Colusa, the Odd Fellows' Hall at Santa Rosa, the Mutual Relief Building, Petaluma, and the Red Men's Hall in this city were built by him. The County Jails and buildings designed by him are of incombustible materials. The jails being of iron and steel throughout, enclosed with brick and granite, are the very best in the State. Mr. Curtis was paid the highest premium for the competitive design for the Academy of Science Building, now being erected on Market street. He was the assistant architect of the Baldwin Hotel and Theater. Private residences innumerable have been his work, among which may be mentioned Dr. James Simpson's on Sutter street near Van Ness; A. W. Wilson's, corner Scott and Fulton; W. T. Coleman's, corner Taylor and Washington; the Coleman villa, San Rafael, and the Younts residence at Napa.

The immense Kohler & Frohling wine cellars, corner Second and Folsom streets, were Mr. Curtis' design for Messrs. Boyd & Davis. This building cost over \$200,000, and has a storage capacity of 3,000,000 gallons of wine. The Wells, Fargo & Co's Building adjoining on Folsom

street, the largest stable the company has in the West, now approaching completion, was also designed by him. He designed the Omnibus Cable Company's Building, corner Tenth and Howard streets, costing \$200,000.

The above are a portion of the many works which have made his life a useful and busy one. He is a member of the San Francisco Chapter of American Institute of Architects, Treasurer of Pacific Coast Association of Architects. Although he is one of the most active and busy men in the city, his genial nature and benevolent heart has drawn him to our leading fraternal societies. He is a member of Mission Lodge No. 269, F. and A. M.; California Chapter No. 5, California Council, No. 2, California Commandery No 1, and Islam Temple, Nobles of the Mystic Shrine. In the I. O. O. F., he holds memberships: Fidelity No. 222, Oriental Encampment No. 57, Uniform Degree No. 5, and Templar Rebecca Degree. As fitting adjuncts, he holds membership in San Francisco Group Good Samaritans, No. 1; Ivy Chapter, Order Eastern Star.

Mr. Curtis was married in 1887 to Miss Isabel H. Muir, a native of Georgetown, El Dorado County, California. He has a fine home on Webster street near Jackson, is yet a young man with an active, busy future before him. Of genial, pleasant manners, he has hosts of friends, while his ability gives him the respect of all who know him.



PETER DEAN.

PETER DEAN.

THERE are few '49ers better or more widely known, or who have done more to advance the best interests of the State and people, than Peter Dean. California is as justly proud of her pioneers as are the pioneers of the State, whose resources they have assisted in developing, and whose fame, as a land unequaled in climate and products, has gone abroad throughout the world, and is bringing thousands of visitors and residents from all nations to recuperate and enjoy for a season the advantages it offers, or to dwell in and cultivate its valleys.

By birth Mr. Dean is an Englishman, having been born in Clitheroe, Lancashire County, Eng., on Christmas Day, 1828. His father, Benjamin Dean, however, emigrated to America in 1829, settling in New England while Peter was but a baby, so that he may rightly claim to be an American.

He received a sound education in the schools of New England, and had decided (in 1848) to follow in the footsteps of his elder brother, Benjamin, and adopt the law as a profession. Being naturally both adventurous and ambitious, the reports which were beginning to circulate concerning the wondrous wealth to be obtained in the gold fields of California took hold upon his imagination, and he determined to renounce the law and test his powers for success in the new El Dorado. He left Providence on the 9th of March, 1849, and sailed from New York in the brig "General Hitchcock," on the 12th of the same month, for Chagres. The difficulties of crossing the Isthmus in those days were very great, and Mr. Dean had to

undergo his full share of hardships. After a delay of forty-two days he sailed on the "Oregon" for San Francisco, where he landed on the 13th of June, 1849.

From that time up to the present Mr. Dean has identified himself with many of the prominent public and private enterprises of the State, to give a detailed account of which would occupy a volume of themselves. His first venture was in the mines where, considering the necessity for a means of crossing the Tulumne River, he started a ferry at the mouth of Wood's Creek, the first means of conveyance being a dug-out constructed by himself and companions. This gave way to a row-boat, which in its turn was succeeded by a scow and cable. The ferry was a success financially, and gave rise to a law suit in which the Dean ferry had the public sympathy. In 1851, Dean and O'Donnell, who were partners, disposed of the ferry business and Mr. Dean came to San Francisco, where, in company with Samuel Jackson of pioneer lumber fame, a speculative trip to Oregon was arranged, and in October, 1851, they started in a schooner for the Columbia River, which they reached after a rough and tedious trip. At Portland the vessel's hold was partly filled with lumber, the deck loaded with such staples as wheat, potatoes, pigs, etc., and the return voyage to San Francisco began. It proved disastrous from the start. They were delayed for twelve days on a sandbar, and after getting to sea met with such heavy weather that the schooner was completely dismantled and they were obliged to drift at the will of the waves which took them to

the north of Vancouver Island where they managed to enter one of the numerous estuaries of that section. A somewhat singular coincidence is the fact that the water-way was known as Dean Inlet. By this time the provisions had been carried away or consumed, and for forty days, while they were repairing the schooner, they subsisted chiefly on mussels. They had been relying somewhat on the friendly relations they had established with the Indians for aid in their efforts to get away. This hope was rudely dispelled one night, when they were robbed by their supposed friends of their clothing and other necessities. With a favorable change of the wind to the northwest, soon after this event, they managed to put to sea carrying, as food, a large supply of mussels, and after an adventurous voyage managed to reach Puget Sound. Arriving at Fort Steilacoom, they left the schooner, and proceeded in canoes to Olympia, thence by horse to French Camp on Cowlitz River, when they again canoed it to the Columbia River, where they obtained passage on the steamer "Columbia" for San Francisco, which they finally reached after an absence of six months.

Mr. Dean's next venture was with his former partner, O'Donnell, whom he met immediately upon his arrival in San Francisco. They started together for the mines, and after working for a while, a partnership was formed with Mr. Dean's brother, John, and a store on Curtis Creek, Tuolumne County, purchased. On Mr. O'Donnell's death, two years later, the business was disposed of, and for a time Mr. Dean located in Mariposa with Mr. O'Donnell's brother selling out his interest in 1854, and going to Los Angeles. He was engaged for some years in the cattle business, both as a raiser and trader, in company with Alexander Godey.

In 1859, after ten years of a won-

derfully varied experience, crowded to the full with adventure by land and sea, he returned on a visit to his early home in the East. While there he managed to satisfy his love of the exciting and hazardous by making a balloon voyage in company with Messrs. Helm and Hill, which, after seven hours in the atmosphere, landed them in the top of a tree growing on an island in a New Hampshire lake.

Returning to California in 1861, he was married during the same year to Miss Isabella Armstrong of Visalia.

In 1864 he engaged again in the cattle business with B. F. Channel as a partner. Their adventures while driving a herd of cattle from Eureka, Humboldt Bay, to Boise Valley, Idaho, would form the basis for a sensational novel. Mr. Channel had a close call for his scalp from a party of Indians and two of their men were killed by the redskins. They lost their water supply by the breakage of the wagon carrying it. Their cattle got scattered, and altogether they had a hard time to get through.

On his arrival in Idaho, Mr. Dean decided to remain there which he did until 1869, during which time he was engaged in enterprises which involved mining and cattle raising, together with the handling of produce. The result of his labors was generally successful. He removed to Puget Sound, made a number of investments in real estate in Seattle and neighborhood and returned to San Francisco. After a short stay in this city he made another trip East, investing in real estate on the way at Kansas City and Duluth. The field of his early efforts still held its charm, however, and in 1872 he returned to the city which he has seen grow up on the sand dunes and hills of Yerba Buena to its present status as one of the great commercial cities of the world.

Mr. Dean has continuously received

recognition from his contemporaries and associates as a man of more than ordinary ability and force of character. As a life member of the Society of Pioneers, he has acted in the capacity of Director, Vice-President and President, and it was during his incumbency as President that the final deed from James Lick for the Fourth-street property, where the Pioneer Building now stands, was obtained.

In 1877 he was elected to a seat in the Senatorial branch of the general assembly, and was earnest in his devotion to educational matters. He also urged the question of governmental control of at least one trans-continental railroad. He was active and outspoken in his efforts to rid

white labor of the incumbrance of the Chinese, and his arguments carried great weight with the legislators of the country.

His capability as a financier caused him to be appointed as a Director in winding up the affairs of the National Bank and Trust Company. When the Masonic Bank was forced to suspend, he accepted the Presidency, so managing the affairs of the institution, as to give general satisfaction, and the same may be said of the Merchants' Exchange Bank.

At present Mr. Dean is President of the Sierra Lumber Company, one of the most extensive concerns of the country, employing a great number of hands and serving to develop the best interests of the State.



COL. E. A. DENICKE.

ERNST A. DENICKE.

A MONG no class of our foreign population is to be found so large a percentage of thrifty, prosperous and reliable citizens as in the ranks of the German-Americans. While almost invariably cherishing a reverential love for the Fatherland, the strongest allegiance of their naturally patriotic natures is given unconditionally to the free Republic, the land of their adoption. A splendid example of this admirable citizenship is found in the well-known gentleman whose name appears at the head of this sketch. Ernst A. Denicke was born in Hanover, Germany, on the 13th day of July, 1840, and came with his parents to America in 1849. He was educated in New York city, but on April 21, 1861, when not yet twenty-one years of age, he responded to the first call for troops and enlisted in the Tenth New York Regiment Infantry Volunteers. In August of the same year for gallant conduct on the battlefield of Big Bethel, Mr. Denicke was commissioned Second Lieutenant of Company E, Sixty-eighth New York Infantry, and afterward promoted successively to the rank of First Lieutenant and Captain of Company E. In March, 1863, he accepted a first lieutenancy in the Signal Corps, U. S. A.

Through all the four dreary years of the rebellion, he faithfully served the cause of the Union, and on December 21, 1865, resigned with the rank of Brevet-Major of the Signal Corps, U. S. A.

In the year 1866, Major Denicke came to California via of Panama, and immediately entered active business life; first in the wholesale grocery line, and subsequently as a manufacturer of cigars. We may

mention in passing that in all his business ventures Major Denicke has adhered strictly to the principle of exclusive employment of white labor, and in the year 1876 was the only cigar manufacturer who refused to employ Chinese workmen.

In 1880 Major Denicke became identified with the famous Fredericksburg Brewery at San Jose, having formed a partnership with the late Ernst Schnabel, one of the most practical and successful business men in the State. Upon the death of Mr. Schnabel, which occurred in January, 1889, Major Denicke assumed entire control of the immense business, and has since retained it, no new partners having been admitted. Under his able supervision the business has grown and prospered, until to-day it is the most extensive industry of its kind on this coast. The plant at San Jose covers five acres of land, and the buildings are of the most modern and elaborate structure. The capacity of the brewery is one hundred and fifty thousand barrels per year. About sixty-five thousand barrels are sold yearly; of which two carloads are bottled daily in San Francisco mostly for family use, and the balance in San Jose. Mr. Denicke's shipments extend all over the Pacific Coast, and from Alaska to Ecuador, and Melbourne to Hongkong.

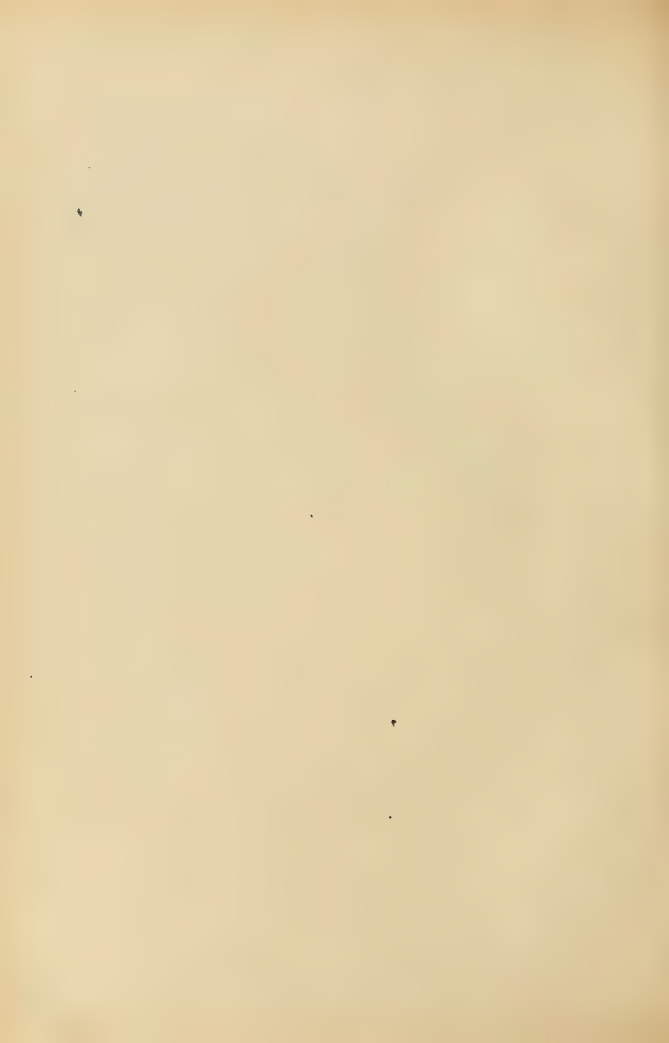
Despite the constant drafts on his time and energies made by his vast business interests, Major Denicke finds time to keep up the traditions of the G. A. R. He is a member of the Loyal Legion, and of George H. Thomas Post No. 2, and at present commands the Signal Corps, Second Brigade, N. G. C. of this coast. In

carriage and bearing he is every inch a soldier, and at the same time one of the most approachable of men. In 1871 Mr. Denicke was married to Miss Ida, youngest daugh-

ter of F. S. Pott, Esq., Speaker of the Independent German Congregation of San Francisco, a union which has been blessed with three children.



HENRY C. DIBBLE.



HENRY C. DIBBLE.

ONE of the most popular and successful members of the San Francisco Bar is Henry C. Dibble. Although but a few years have elapsed since his location here, he has already secured a large and lucrative practice, and has assumed a prominent position in political and public affairs.

Judge Dibble comes of good stock. The Dibbles are one of the oldest families of Connecticut, having arrived from England in 1634. He is also a descendant of General Daniel Gookin, whose services in educating and Christianizing the Indian tribes of New England in Colonial days won for him no less renown than his successful efforts in shielding Goff and Whalley, the fugitive regicides. The father and grandparents of Judge Dibble emigrated to Indiana in 1826 where they laid out the town of Delphi. His grandmother, who had married a Dr. Dewey for her second husband, was a woman of unusual force of character. Soon after settling in the wilderness the Doctor was killed, leaving his widow with seven children, all under age. She had studied medicine with her husband, and was well versed in the mysteries of the curative art, so she decided to succeed to his practice. She was very successful in her new calling, riding on horseback many miles at all hours of the day and night, and carrying with her comfort and aid to many a suffering patient. The maiden name of Judge Dibble's mother was Ruland, and her father built the first paper mill west of the Alleghanies, at Lebanon, O. The Rulands were from Long Island and were of French Huguenot descent.

The subject of our sketch was

born in Delphi, Ind., in 1844. He received a common school education, and was at school in 1861 when the war broke out. The patriotic blood of his ancestors coursed quicker through his veins as the echo of the guns fired in Charleston harbor died away, and though but 17 years of age young Dibble enlisted in the Union ranks. He joined the New York Marine Artillery, a regiment which formed part of the Burnside expedition to the shores of North Carolina. The organization was mustered out in 1863, but soon afterward he enlisted in the Fourteenth New York Volunteer Cavalry, which was sent to Louisiana. He was wounded in the attack on Port Hudson, and as a result suffered the amputation of a leg. This put a stop to his active service in the field, and he decided to settle in New Orleans, where he had an aunt residing. He studied law, and in June, 1865, several months before he came of age, was admitted to the bar of the Supreme Court of the State. A year later he entered the law school of the University of Louisiana, and took the degree of Bachelor of Laws.

In 1867 he became interested in politics, and was soon engaged in that lively warfare which attended the Reconstruction period in Louisiana. He was chosen President of the first Republican Municipal Convention ever held in New Orleans, in the Spring of 1868, and was soon at the head of city politics, being elected Chairman of the Executive Committee. At the first election, under the new code of things, he was the Republican candidate for District Attorney, but was defeated. That year Warmouth, the Republican candidate for Governor, was elected, and Dibble for a

short time retired from politics and devoted himself to the practice of his profession, and was employed by the State Government in a large number of cases arising out of the Reconstruction laws. In 1868 and 1869 he appeared in the Supreme Court and argued a number of questions arising out of the animosities engendered by the operation of the new constitution. At about this time the Legislature created an additional court, similar in its scope and powers to our Superior Court, to which was given exclusive jurisdiction over all writs of injunction, mandamus and kindred proceedings. Of this court Dibble was appointed Judge. He was then but twenty-five years of age. He served on the bench for three years and was then nominated by his party to succeed himself, but was defeated. He resumed practice and in the Summer of 1873 went to Europe where he remained some months. Soon after his return to New Orleans he went to Washington, and argued the Louisiana contested election cases before the Senate Committee on Privileges and Elections. In 1874 the Legislature created the office of Assistant Attorney-General, to which he was appointed. In this position he transacted most of the legal business of the State for three years, the Attorney-General being incapacitated by old age. In the Fall of 1874 he was nominated for Congress by the Republicans of the Second District, but suffered defeat as he did in the same District when again nominated two years later. After the defeat of the Republican State Government in 1877 Judge Dibble returned to the private practice of his profession, in which he continued till the Summer of 1881. At that time he was employed by some New Orleans capitalists to represent

them in a mining litigation in which they were interested in Arizona. After he had successfully settled the business of his clients he decided to locate in Tombstone. He entered into partnership with J. F. Lewis, an ex-Chief Justice of Nevada, and practiced there till 1883, when he left for this city. In March, 1885, he was appointed Assistant United States Attorney, and remained in that position until he resigned in 1887, sometime after General Carey, the Democratic appointee, took office as District Attorney.

In 1888 Judge Dibble was elected to the Assembly from the Forty-first District, and served on the following important committees: Ways and Means, Judiciary, Penal Laws, Yosemite Valley Corporations and Election Laws. It was remarked before the Legislature convened that Dibble would be the leader of the House, although that body had a Democratic majority. If his position was disputed in the early days of the session the palm of leadership was unanimously awarded him before its final adjournment. Judge Dibble has always taken an active interest in educational matters, and while in New Orleans was President of the School Board of the city for six years from 1870 to 1877. Judge Dibble has been twice married. His first wife was Miss Chappell of New Orleans by whom he had three children. His oldest son, who was a brilliant boy of 17, and was in the law school of the California University, died in 1887 of pneumonia. The first wife died in 1873. In 1875 the Judge married Miss Flash, also of New Orleans, and they have four children.



COL. JOHN H. DICKINSON.

COL. JOHN H. DICKINSON.

THE lawyer who faithfully abides by the precepts and traditions of his profession is one of the most valued members of society; he is a support of the commonwealth, one of the bulwarks of the State. Among the members of the legal fraternity whose names have adorned the series of papers in the "Builders of a Great City," there is none more worthy of a place than the subject of this sketch.

John H. Dickinson was born in Parkersburg, Virginia, now West Virginia, April 8, 1849. He comes of good stock. On his father's side he is connected with the Dickinsons of New York, the most prominent of the family being Daniel S. Dickinson, a United States Senator and Attorney-General of the Empire State. His mother was a Jackson, and of the celebrated Virginia family. Her father was a graduate of West Point, and a prominent lawyer for many years. One of his maternal uncles is Judge J. J. Jackson of the United States Circuit Court, and another is Ex-Governor J. B. Jackson of West Virginia. His mother died when John was a year old, and soon after his father came to this coast, the son following in 1854. The two then went to Oregon, where the elder Dickinson engaged in farming. In 1865, then but 16 years of age, he made up his mind to enter the Union Army as a private soldier. Before this toilsome journey, by the way of the Isthmus, was concluded, however, Lee had surrendered, and the war was practically at an end. Disappointed in his dream of distinguishing himself upon the field of battle, our young enthusiast, who appears to have inherited a strong taste for martial

pursuits, entered a military college at Cincinnati, Ohio, where he remained nearly a year. On account of family affairs he was then obliged to return to Oregon, where he remained till 1868. In that year an opportunity was offered him to enter St. Augustine's College at Benicia in this State, as Military Instructor. Of this opening he was not slow to avail himself. While at Benicia it was arranged that he was to receive the benefits of instruction in the ordinary branches of learning from the professors, while he inculcated the students in the mysteries of the military art. It was certainly a generous *quid pro quo* on his part. He studied very hard at this time, as before that his school advantages had been very limited. Although there was no law department at the institute, he found opportunity outside of his other duties to ground himself in the rudiments of the profession he had decided to adopt, and in April, 1873, he was admitted to the Bar. Three months later he opened an office in this city, and since that time his success has been marked. He has always been averse to criminal practice and has refused many tempting offers to engage in it. In the case of Barrington, tried for killing McDonald, one of the few in which he has taken part, in which he appeared as counsel for the defense, he succeeded in clearing his client on the ground of insanity. During the time the bankruptcy law was in operation he had a large and lucrative practice in that branch of his profession. He was one of the attorneys in the case of Rockwell, Coye & Co., formerly a large hardware firm here, and also for John G. Hodge, the stationer, when they

availed themselves of the benefits of the act. One of the most signal legal triumphs achieved by Col. Dickinson was in the famous Scott Warehouse steal cases, in which he appeared as attorney for Bode & Searle, the warehouse people. Scott was a trusted employe in one of the largest warehouses in the city, and while in that position sold and disposed of large quantities of merchandise in store, to private parties and firms, pocketing the proceeds. When his peculations were discovered his employers brought suit against the purchasers of the property for its value. In the presentation of the case by Col. Dickinson "constructive fraud" was charged. This was violently combatted by opposing counsel, one of them, a leading member of the bar, remarking to him that "he was crazy" to set up such a plea. The Court and jury, however, found there was wisdom in such insanity, for his clients recovered in all the cases.

Col. Dickinson's practice now is mostly in the line of mercantile law, in which branch of jurisprudence he is remarkably well versed. He reckons among his clients some of the heaviest concerns in the city, being regularly retained by such firms as H. S. Crocker & Co., The Hall's Safe & Lock Co., Moore, Hunt & Co., Sanborn, Vail & Co., and others of like character. Politically, Col. Dickinson is an earnest and consistent Republican. He has never held public office but once. In the first election held under the New Constitution, he was chosen, after a bitter contest, to represent the old Tenth Senatorial District in the State Senate. While at Sacramento he served his constituents faithfully and acceptably, but the two sessions of 1880-81 took up so much of his time (180 days) that it seriously interfered

with his business, and he decided to drop politics and devote himself to his practice.

Col. Dickinson is also well known to the general public as a military man. He has always been a warm friend of the National Guard, and the work done by him to further the interests of the citizen-soldiery will long be remembered. He first entered the National Guard as a member of Company B, City Guard, First Regiment, of which he was elected Captain in 1877. He was re-elected in 1879, and in June, 1880, although the junior Captain, he was elected Colonel, jumping over the heads of both the field officers. By reason of his services, Col. Dickinson is now the ranking Colonel of the brigade, and in the absence of the Brigadier commands it.

Of late Col. Dickinson has been brought prominently before the public because of his connection with the Jessup case, having been first employed as attorney for the executors under the will, and subsequently by the legatees. The recent decision by the Supreme Court in his favor sustaining the validity of the will, and later in refusing a rehearing, is a great triumph for Col. Dickinson. He has always believed that his view of the case was not only the correct one, but the one which must eventually be sustained by the court of final resort. The earnest and skillful manner in which he has conducted this legal struggle marks him as a sound and able lawyer. It is the indomitable will and devotion to the interests of his clients so strongly shown in this case that are perhaps the leading characteristics of Col. Dickinson. Though comparatively young in his profession, he has proved the truth of that expression of Webster: "There is always room at the top."



W. H. DIMOND.

GEN WM. H. DIMOND.

FOR a long time General Dimond has been one of the prominent figures of San Francisco's mercantile, social and political life, and has for many years been the active partner and actual head of the well-known house of Williams, Dimond & Co. He has done much to promote the commercial prosperity and growth of the city of his adoption. He was born in Honolulu nearly fifty years ago, his father being an American missionary, one of the devoted band of men who first endeavored to bring civilization and enlightenment to the people of the Hawaiian kingdom.

General Dimond received a high school education in his native city, and began a mercantile career when he was only 18 years old.

There he remained until the civil war. His American blood fired with zeal when it became a question of the life or death of the land of his fathers. He offered his services to the President of the United States, and was appointed by him as Captain and Assistant Adjutant-General of U. S. Volunteers, Department of South, and served on the staff of Major-General Saxton until the close of the war when he resigned his commission. He made the tour of Europe, returned to Honolulu and settled down again as a business man.

After having once lived in the United States it was not easy for such an active spirit to refrain from participation in its busy scenes of industrial and commercial life, so he returned to California in 1867, and entered the employ of the Russell & Erwin Manufacturing Co., remaining until the close of their agency in this city. In 1873 he became

connected with the well-known firm of Williams, Blanchard & Co. In 1880 he became a member of the firm, taking the place of Mr. Blanchard, who had retired, the firm being known as that of Williams, Dimond & Co. This firm for many years has enjoyed one of the largest shipping, banking and general merchandise businesses on the Pacific Coast, and its more recent growth is a convincing testimony to the superior abilities of its senior partner. Besides being a member of this firm, he has been engaged in several other important enterprises. He is a Director of the Anglo-Nevada Assurance Corporation, and has been a Director of the Chamber of Commerce and Merchants' Exchange.

Being a military man, he takes a great interest in California's National Guard. On January 26, 1880, he was appointed Lieutenant-Colonel and Aide-de-Camp on the staff of Governor Perkins. On December 14, 1881, he was appointed Brigadier-General of the Second Brigade, and was re-appointed on January 30, 1883, by Governor Perkins, and in February, 1887, by Governor Bartlett, showing that his military talents were appreciated irrespective of politics. Governor Waterman appointed him Major-General of the Division on September 28, 1887. He is a member of the G. A. R., and was Chairman of its Finance Committee during the National Encampment held in this city four years ago. He is also an ex-Commander of the Military Order of the Loyal Legion.

The General has for years been prominent in politics, and in 1886 was a leading candidate before the Republican State Convention for the

gubernatorial nomination. Had he received it, his party might have succeeded to power much sooner than they have done, as his personal influence is great and he has always been held in general esteem. He was a delegate to the last Republican Convention at Chicago, and as Chairman of the Republican State Central Committee did yeoman's work in the contest which resulted in the election of President Harrison. In recognition of his eminent services to the party and his standing in our community, the President appointed him Superintendent of the United States Mint in this city, a position for which his previous training has admirably fitted him. For three years he was a Golden Gate Park Commissioner, but resigned when appointed to the Mint. During his term of office he found that the appropriation of \$30,000 a year was inadequate to keep the Park as it

should be, and to make the necessary improvements. Through the influence of the Board of Park Commissioners, of which he was an untiring worker, bills have been passed by the Legislature permitting larger appropriations for public improvements, and have resulted in great and lasting benefit to the city.

He is very popular in social circles, amongst business men, with the G. A. R. and National Guard. His commercial standing is made evident by his election as First Vice-President of the Chamber of Commerce at their last annual meeting. His cordial manner, his ability and his upright character have made him one of the most deservedly esteemed members of the community. It is to be hoped that he has yet a long and useful career before him, and that his future services to San Francisco will be no less eminent than those of the past.



CAPT. C. H. DINGLEY.

CHARLES L. DINGLEY.

CAPT. CHARLES L. DINGLEY, a prominent lumber manufacturer of California, arrived in San Francisco from his native State, Maine, in 1851, his only fortune being his two hands and his will to work. He shipped on a bay schooner, and within a year was the owner of a small one. Soon he was known to skippers as a man who kept his word, and would carry articles which others would refuse on account of difficulty of stowage. He took the first locomotive from San Francisco to Sacramento, and also carried the long and heavy timbers (some of them longer than his vessel) for the first bridge across the Sacramento River. In 1859, he purchased the bark "Adelaide Cooper" in New York, and brought her to San Francisco, with two boilers on deck each 15 feet high, 12 feet long and weighing 74 tons. Shipmasters generally, who saw the vessel and the proposed freight, predicted that Captain Dingley would never reach the Golden Gate; but he explained to the underwriters his plan of stowage; they took the risk, and he delivered the boilers for the steamer "Brother Jonathan." In such tasks he never failed; and when he accomplished enterprises which others would not undertake he obtained pay proportionate to the difficulty. After some years he was enabled to leave the sea and intrust his ships (for he purchased several) to others, which were the "Ericsson" of 1646 tons,

(this was built by the famous engineer of the same name to try the hot air engine as a motive power in ocean navigation), the "Valley Forge" of 1280 tons, the "Columbia" of 1000 tons, the "Commodore" and "Gem of the Ocean."

In 1867 he entered the lumber business, acting as agent for the Port Ludlow Mill which he continued until 1879, when he became the resident agent of the Port Discovery mill, which agency he retained until 1882.

In 1882 he became a large stockholder in a hardware corporation; in 1883 he entered the flouring mill business, at the same time retaining his interests in lumber and shipping.

At the time of his death he was senior member of the firm of C. L. Dingley & Co., lumber and shipping merchants, which firm he established in 1866, and was also President of the First National Bank of Seattle, President of the Central Milling Company, Vice-President of the Gualala Mill Company, and Trustee of the San Francisco Chamber of Commerce, and a Director of the Sun Insurance Company.

The cause of his death was cancer, he having been troubled for two years with it, first on the lip and later attacking his throat. After trying medical science on this coast he went to Cincinnati (in September, accompanied by his wife and son Fred.) for medical treatment, where he died on the 5th of November, 1889, aged 60 years.

The firm of C. L. Dingley & Co., together with the other enterprises in which the deceased was interested, is being continued by his sons.



ABNER DOBLE.

ABNER DOBLE.

THE name of Abner Doble has been a familiar one in San Francisco for many years, and during that time has gained an enviable reputation for square dealing and integrity of purpose. He was born June 15, 1829, in Shelby County, Indiana, where he passed his early boyhood. At the age of fifteen he went to Dayton, Ohio, where he served an apprenticeship of two years to learn the blacksmith's trade; thence he returned to his native place in Indiana, and, though only seventeen years of age, opened a shop on his own account, continuing there until 1849, when the report from California as an El Dorado of wealth for the courageous and enterprising caused his thoughts to turn in this direction. In November of that year he sailed from New York in the good ship "Rowena," Capt. Isaac Swain, via Cape Horn, and after a voyage of seven months landed in San Francisco on June 25, 1850. Contrary to the general custom of new-comers, he did not go to the mines, but for a short time worked at his trade as a blacksmith in San Francisco. He afterwards went to Humboldt Bay, where, for a period, he was engaged as lumberman. While there he cut wood and made charcoal, and, having obtained a few tools, did the first iron work that was ever seen at Eureka, Humboldt Bay. Returning to San Francisco he obtained employment in the blacksmith shop of Thomas Nelson, with whom he became partner in 1852. This partnership continued up to April, 1877. They were the earliest workers in steel and manufacturers of fine cast steel tools for engravers and jewelers in the city. They also made machin-

ists', blacksmiths' and miners' tools. Mr. Doble is the only one now living carrying on this business that was so employed at that early day. The firm had the exclusive agency of Messrs. Thos. Firth & Sons' celebrated English steel from 1869. This agency Mr. Doble still retains. A great tribute was paid to his character as a man of integrity in 1886, when Messrs. Park Bros. & Co., L'd, of Pittsburg, Penn., proprietors of the great Black Diamond Steel Works and Lake Superior Copper Mills, tendered him the management of their business on this coast, consenting that he should retain the agency of Messrs. Firth & Sons and act for both, which he has continued to do ever since.

Mr. D. has taken a lively interest in street railroads, was many years a Director in the Sutter Street Railroad and took an active interest in the construction of the Sutter Street Cable Road, the second of the kind constructed in this city. He was a Director and a large owner in the Oakland street lines from an early day, and until that system of street railroads, about two years ago, was sold out to Senator Fair. He was one of the promoters of the Blue Lakes Water Company, formed to bring the waters of the Blue Lakes in Alpine County to the great mother gold-bearing lode of California. It now supplies power to all the quartz mills from Plymouth to the Mokelumne River, a distance of fifteen miles. The company is supplying water through canals and iron pipe a distance of over eighty miles. They also supply pure mountain water for all domestic purposes, and for irrigation, to the towns of Plymouth, Ama-

dor City, Sutter Creek, Jackson and Ione City in Amador County.

Realizing the uncertainties of life, and with a view of perpetuating his extensive business and giving his two sons an interest in the same, early in the present year he incorporated it under the name of the "Abner Doble Company."

In 1856 he was married to Margaret B. McFarland, of West Virginia. They have ever since lived in this city and raised a family of two sons and two daughters.

He is in politics a Republican, and a conservative worker in all matters pertaining to the interests of the city of his adoption.

He has been a member of the Independent Order of Odd Fellows and has belonged to the Free and Accepted Masons for a third of a century.

Of strict integrity and steady honesty, and withal the architect of his fortune, he gives a worthy example to the young men of our day and generation.

HENRY LEE DODGE.

AS a lawyer, a merchant, a law-giver and the holder of many responsible positions of public trust, Henry L. Dodge has acquitted himself in such a manner as to obtain the esteem and confidence of the entire community and to secure for himself a prominent place in the history of the State and city with whose interest his life, from early manhood, has been so closely identified.

He is eminently entitled to a place in "The Builders of a Great City," and the short record of the principal events in his life which is here given, while embracing only salient points without any surrounding of flattery, is sufficient to give the reader who shall come after us a distinct idea of the character of the man and the estimation in which he was held by his contemporaries, while the many of to-day, both in his Eastern home and on the Pacific Coast who know him either personally or by virtue of his position, will be pleased to see this recognition of his services.

The family to which Mr. Dodge belongs is of English origin and has been known in the records of New England settlers since 1629, when William Dodge emigrated to America from Cheshire, England, and settled in Massachusetts. His father, Nathan Dodge, was of American birth and one of the early settlers in Montpelier, Vt., where Henry L. Dodge was born on January 31, 1825. He received a first-class education, entering the University of Vermont in 1842. In order to complete his collegiate course at that institution he taught school for several winters, but his health failing he abandoned study and devoted

himself to more active pursuits. Notwithstanding the fact that he did not complete his course at the university, his ability and attainments were recognized and an honorary degree conferred upon him. In 1847, having decided upon the law as a profession, he entered the office of Platt & Peck in Burlington, Vt., remaining there until the tales of '49 concerning the wonderful wealth of the gold fields in California excited his interest and imagination to such an extent, that he determined to test for himself the truth of the seductive reports. A company consisting of twelve friends was formed to make the trip. At that time it was no easy matter to reach California and on discussing the subject of how they should get to the land of promise it was decided to sail to Vera Cruz, and from thence cross the Continent through Mexican territory. This formed an entirely new departure in the methods of reaching this State, but proved altogether successful. The party going from Vera Cruz via the city of Mexico to San Blas and thence by sail to San Francisco which they reached June 1, 1849, in three months and a half from the time of leaving home without particular danger or misfortune.

Naturally the mines were first visited, after which each one followed the bent of his inclinations. Mr. Dodge concluding that San Francisco offered opportunities better suited to him than mining, returned to that city after a short experience at the mines.

Ability of the kind possessed by Mr. Dodge was at that time an especially valuable acquisition, and in August, 1849, when John W. Geary

became Alcalde of San Francisco, Mr. Dodge was appointed clerk of his court. Shortly afterwards he was elected to the office of Secretary of the Town Council (*Ayuntamiento*). During his term of office, which lasted up to the admission of California as a State in the Union, the proceeds from the sale of water and town lots, amounting to nearly a million dollars, passed through Mr. Dodge's hands and were paid by him into the treasury. He also made and delivered the deeds for the property.

Colonel Geary showed his appreciation of Mr. Dodge's services, in 1850, when he was elected Mayor, by appointing him as his clerk. This position he resigned a year later to enter upon the practice of law, having been admitted to the State and Federal Courts. He remained in the practice of his profession until 1856, meeting with gratifying success.

San Francisco offered at that time a very promising field for a man of enterprising business talent, and Mr. Dodge in partnership with his brother, L. C. Dodge, established a wholesale provision house which from its founding up to the present time has taken rank as one of the first mercantile houses of the State. For many years it was prominent among the firms doing business on Front street, and now occupies a large building on Market street, being known as Dodge, Sweeney & Co., and conducting an immense business.

Though Mr. Dodge has held many public positions it may safely be said that he has never sought office.

In 1861 he was appointed to fill the unexpired term of a Supervisor of San Francisco and was elected to hold the same position during the following term; but before serving it out, resigned to accept a place in the Legislature to which he had been elected. In 1863, he was elected State Senator and served during two sessions with the marked approbation of his constituents and the public generally whom he served. The

business with which Mr. Dodge was connected had been very prosperous, and in 1871 he determined to retire from active business life and return with his wife to their old home in Vermont. He had made a visit there in 1851, where he had married Miss Omira Bush, daughter of Hon. Roswell Bottum, of Orwell, Vt. He now settled in Burlington, Vt., where he remained for four years, during which time he was twice elected as Superintendent of Public Schools; but notwithstanding the esteem in which he was held, Mr. Dodge preferred the State of his adoption to that of his birth as a place in which to live, and in 1875 once more returned to San Francisco, where he still continues to reside and retain his connection with the mercantile house of Dodge, Sweeney & Co., of which he is the senior member.

He was honored in 1877 by the President of the United States, who appointed him a member of the Treasury Commission with Hon. F. F. Low and the late Hon. H. R. Linderman to inspect the affairs of the San Francisco Mint and Custom House. In December of the same year he received the appointment of Superintendent of the Mint, and during his administration of its affairs, for four and a half years, brought his business ability to bear upon them with such effect that for the first time in its history the expenditures of the Mint were reduced to within the appropriations made by Congress for its support, and returned to the treasury nearly \$100,000 of the appropriation; in recognition of which the Comptroller of the Treasury in his report said: "The Superintendent of the Mint at San Francisco has been and is distinguished alike for ability, fidelity and accuracy, having returned to the treasury about one hundred thousand dollars unexpended. This is an example worthy of commendation and imitation."

Upon retiring from the position

of Superintendent, having disbursed nearly two hundred millions of dollars, he turned over to his successor over thirty millions of dollars, and his accounts were found correct at the Treasury Department and promptly approved and settled.

In January, 1885, he was elected President of the Chamber of Commerce of San Francisco and re-elected in 1886.

In January, 1886, he was appointed by the President a member of the United States Mint Assay Commission which met in Philadelphia that year. In March, 1887, he was elected President of the Sather Banking Company.

In politics he is a staunch Repub-

lican and has rendered signal service to his party on the coast.

In all respects Henry L. Dodge must be considered as a representative man of San Francisco. As a Pioneer he has been identified with the growth of the city from its earliest beginnings to the present.

He is a life member of several associations, such as the California Pioneers, of which he was President in 1880, the Art Association, the Mercantile Library, etc. He is one of the Trustees of the Leland Stanford Jr. University.

In matters of religion he is an attendant and Trustee, though not a member, of the Congregational Church in this city, and has done much in aid and support of that body.



JAMES DUNN.

JAMES DUNN.

IN California, at least, Scotia's sons have not been left behind in the race for fame or fortune. That hardy, rugged land beyond the Tweed—

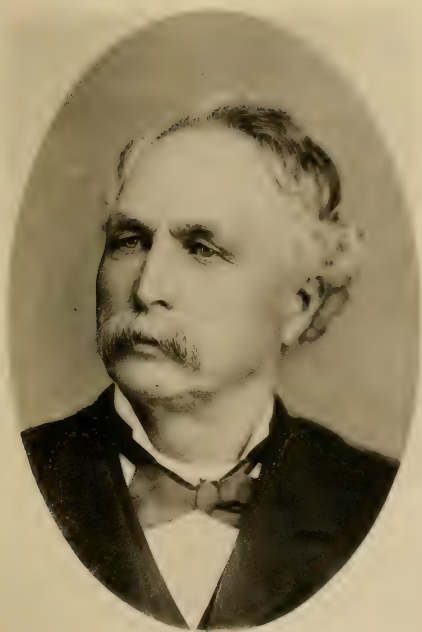
"Land of Brown Heath and shaggy wood,
Land of the mountain and the flood,"

Has given her full share to the army of workers who have so gloriously builded up the American Commonwealth during the past century. On every hand we find their names written in characters more enduring than brass or marble, engraven in the industrial records of their adopted country. We might point to many such in the history of San Francisco. James Dunn, the Superintendent of the American Biscuit Company, was born in Greenock, Scotland, in 1841, but was raised and educated in the famous city of Glasgow, and within sound of Saint Mungo's bells. He graduated from the High School and then went forth to fight the battle of life at the early age of fourteen. He served his apprenticeship to the biscuit and cracker baking business for four years. After that he was put through a thorough course of training in all the departments of business and when old enough went on the road as traveling salesman. While thus engaged he not only traveled all over Great Britain and Ireland, but also France. During these trips he accumulated a fund of vast and varied information and formed an intimate acquaintance with the business world—its ways and methods. His apprenticeship and his traveling experiences cover a period of ten years, during which all the secrets of the trade had been thoroughly mastered by him. At that time California was in the hey-day of her renown, and

divining instinctively that the new world and this portion of it was the proper field for his efforts, he came here in 1867, when only twenty-six years of age. Previously to this, however, he had been in the States and Canada and back again, and was therefore no stranger to their ways, either commercial or political. He reached San Francisco via the West Indies from Liverpool to Panama. From Panama to San Francisco he voyaged in the "Montana," commanded by Captain Cavarly, no stranger on this coast. He was soon at work again after his short period of enforced seclusion from active business life, entering into partnership with Deeth, Starr & Campbell, well known as pioneers in the cracker baking business. They were bought out by the Boston Cracker Company in 1869. This company afterward became known as the California Cracker Company. With them he remained as Superintendent and Vice-President, but internal differences led to his retirement from the company in 1886. He immediately started a new factory on Sansome and Broadway. This he run for a time, till the California Cracker Company again invited him to become the arbiter of its destinies. Then a consolidation of the two factories took place, and the name was changed to the American Biscuit Company, Mr. Dunn assuming his old place as Superintendent. While these events were in progress he had taken a brief trip to the East in the interests of the trade. The business has grown wonderfully since Mr. Dunn took the helm 20 years ago. Then the capacity was only fifty barrels a day, now it is seven hundred barrels a day. Of

course some of this phenomenal increase is due to the much larger demand brought by the progress of years, but on the whole it must be credited to the great business abilities, special skill and intimate knowledge of the trade possessed by Mr. Dunn. This is one more instance of how much personality has to do with success, especially in the field of California industry. Mr. Dunn was married in 1872, and has an interesting family of two girls and two boys. The eldest, Ritchie, a lad of sixteen, accompanied his father on his trip to Europe in 1889, and was left at Geneva to complete his education. His youngest son, James C., Jr., is just five years old. Mr. Dunn pos-

sesses indomitable perseverance and is a thorough business man. Early instructed in everything pertaining to the industry in which he has always been engaged, his life has not been marked by the struggles incident to the career of many, but has been one unbroken success. In person he is slender, of healthy though not of robust physique, fair of complexion, comely of feature, affable of manner, quick and decided and sanguine of temperament, though possessing abundantly that Scottish caution which has passed into a proverb. We may consider him as yet but in the opening of a career which, judged by its past, is of great future promise.



E. H. DYER.

E. H. DYER.

THE production of sugar for the needs of a country is next in importance to its supply of bread and meat. In the United States the area suitable is confined to the States bordering on the Gulf of Mexico. It being impossible to produce sufficient cane sugar to meet our requirements, from such a limited area, we must look to some other source of supply. The soil and climate of a large portion of the United States being identical with that of Europe, enterprising men were induced to attempt the manufacture of beet sugar in the United States, many years ago. And though 15 or 16 factories have been built in the United States and Canada during the last 30 years, until recently but one of this number has paid dividends to its stockholders; this exception has been that at Alvarado, Alameda County, erected in 1879, of which Mr. E. H. Dyer has always been the business manager and principal owner. Notwithstanding the refinery met with many mishaps, having had two boiler explosions, the last one leaving the factory a complete wreck, they have earned fair dividends. Even while the "sugar war" was raging they continued to manufacture without loss, although prices reached five cents a pound for *white refined*.

To the perseverance and pluck of Mr. Dyer, and the efficient assistance

rendered by his son, Edward F. Dyer, who by his scientific and practical knowledge has made valuable improvements in the method of treating the juice of the beet, the industry in this country owes its existence to-day. Its success induced Mr. Claus Spreckels to build a factory at Watsonville and to organize a company to build others.

With a wise fiscal policy over \$100,000,000 now annually sent to foreign countries would be kept at home.

Mr. Dyer's part in bringing about this possible result is ably set forth in "Wood's History of Alameda County," published in 1883, from which we condense:

"E. H. Dyer deserves a high place in the history of Alameda County. No man has labored in her behalf with greater zeal and more untiring energy. Early in the history of the county he was quick to see her possibilities, and with his characteristic push, energy and determination, he has labored despite almost insurmountable difficulties, and succeeded in establishing an industry in our midst the possibilities of which no human foresight can set the bounds. The 'Standard Sugar Refinery' is a monument to Mr. Dyer's success in the manufacture of pure sugar from an abundant product of our fertile valley. Millions

of dollars are annually sent abroad for sugar, and the consumption is increasing at a rapid ratio. This success shows that push and energy are what are needed to keep for our own people the millions sent abroad for sugar. The 'Standard,' under Mr. Dyer's management, yearly throws on the market one and a half million pounds of pure white sugar well refined and equal to the best of cane. This grand result has been accomplished under the most discouraging conditions for man to encounter and succeed. Failure has followed failure all over the United States, but Mr. Dyer, since he first became connected with the business, in 1869, has 'stayed' with it, at times venturing his all upon its success, taking the stand that, with a proper management and understanding of the business itself, it might be made an abundant success. He claimed that our conditions of climate, our people and our mode of doing business were not properly understood by foreign sugar makers that have heretofore generally had the management of this industry, and the result justifies those views. Standing as we do to-day upon the summit, and viewing the fruits of the energetic, strong and pushing character of the subject of our sketch, we are led to inquire into the origin and life of such a man.

"Ebenezer Herrick Dyer was born at Sullivan, Hancock County, Maine, April 17, 1822. He is descended from the Cushings, Sawyers, Thorndykes and Dyers, who were among the first English colonists of New England. Ephraim Dyer, his grandfather, was a soldier of the Revolution.

"With an education afforded by the public schools of his youth, he was early thrown upon his own resources, which, with the stern teachings of New England life, soon developed his active mind and formed a symmetrical, energetic and pushing character. In his native town he embarked as a merchant in business, which he soon enlarged, so as to embrace the lumber trade and the operation of the Sullivan quarries, which he conducted on a scale commensurate with his energy, furnishing large quantities of granite for Government works in different parts of the United States. Seeking a wider field he came to California via the Isthmus in 1857, returning in the Fall of the same year for his wife and two children. He returned to this State in April, 1858, settling at Alvarado, where he has since resided. His first wife dying, he married his second wife in September, 1864.

"He first engaged in stock raising. In 1859 he was elected County Surveyor of Alameda County, and re-elected in 1861. In the latter year he was appointed United States Deputy Surveyor by Surveyor-General E. F. Beale, and served in that capacity under various Surveyors-General. In 1869 he first became connected with the beet sugar business at Alvarado, with some of the leading men of the State. The first attempt was not a success, its management being in the hands of Messrs. Bonesteel and Otto, men brought out from Wisconsin "as experts." Mr. Dyer, although not a sugar maker, or with any previous knowledge of the business, had gathered information which led him to believe that, under proper manage-

ment, the enterprise could be made a success. So strong was his faith that when the first company left in 1871 for Soquel he bought the factory buildings and lands adjacent, with an express determination to succeed. Repeated failures in this country made capitalists timid, and it was not until 1879 that he succeeded in procuring the sinews of war.

"In 1876 he was chosen by the Second Congressional District of California as a delegate to the National Republican Convention at Cincinnati, Ohio, which he attended; afterward with his family visiting places of note in the East, including Washington and the Centennial Exhibition.

"In 1879 the Standard Sugar Manufacturing Company was organized to manufacture sugar from beets. Mr. Dyer was appointed, and still remains, General Superintendent and Business Manager. Their earnings for the year 1882 were thirty-three per cent. on the investment. So much has capability, perseverance and pluck accomplished where failure had been predicted time and again."

Since the above was published Mr. Dyer has visited many of the largest factories in France and Germany, accompanied by his son, Edward F. Dyer, who is a chemist and mechanical draughtsman, and had been Superintendent of the Standard Sugar Refinery for three years; he received a prize of \$1,200, awarded by the Department of Agriculture of the United States for the best essay on the manufacture of beet root sugar. In 1885 Mr. Dyer's son (Edward) and his nephew (Harold P. Dyer), who is a mechanical engineer and draughtsman, spent many months in one of

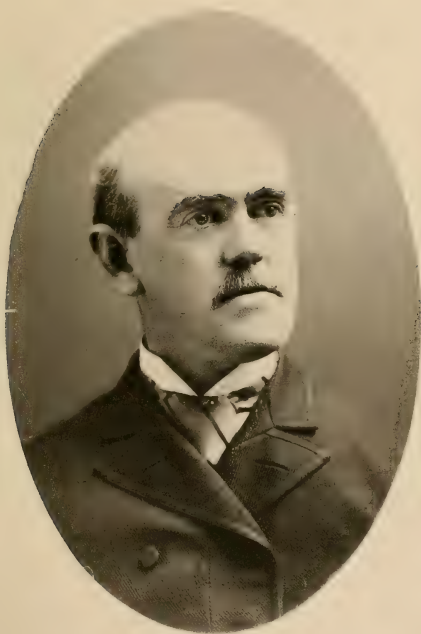
the largest beet sugar factories and works for the manufacture of beet sugar machinery in Germany, making plans and working drawings of the latest improvements in sugar machinery.

In 1888, the "Pacific Coast Sugar Company," of which Mr. Dyer is Manager, built a factory and refinery capable of working two hundred tons of beets a day at Alvarado. All the machinery for the new factory was made in this country from plans and drawings of the young men alluded to, who superintended the construction. They are now engaged in making drawings of machinery for a large factory to be built at Salt Lake City, Utah, for the manufacture of sugar both from beets and sorghum.

Another change was made this year in the company. Several practical men connected with refining sugar in San Francisco and interested in cane sugar plantations on the Hawaiian Islands, convinced by the results obtained at the Alvarado factory that sugar could be manufactured from beets in California in successful competition with cane sugar imported from foreign countries, bought a controlling interest in the works, and are making extensive additions, with a view of enlarging the capacity.

The company has been reorganized under the name of the "Alameda Sugar Company." They have an extensive area planted to beets, with prospects of a very large yield. Mr. Dyer is still the largest stockholder.

Mr. Dyer has been twice married and has a family of three girls and three boys. The three boys and one girl are natives of this State.



WENDELL EASTON.

WENDELL EASTON.

YOUR modern business life has given rise to an endless number of professions, all called into an active exercise by its needs and those of an advanced civilization. The settlement of the western portion of the United States, and especially of the Pacific Coast, has been conducted with such rapidity that the demand for land for homesteads and business purposes has come to be the greatest that the world ever saw. This has rendered the business of buying and selling real estate of unusual importance, in fact, created for it a great and separate department. For the modern business world it may be said to owe its existence almost entirely to the necessities of the Nineteenth century. Hence it comes to pass that to attain prominence in it demands the possession of qualities equal to those called for to sustain the character and standing of a first-class merchant or a great financier. In San Francisco we have in the business a number of leading operators who would do honor to any position in the community. Amongst those and amongst the men who have pushed themselves forward to a position of prominence not only in the purchase and sale of realty, but also in the community at large may be fairly reckoned Wendell Easton. Mr. Easton was born on the island of Nantucket, in 1848. He is thus a native of the Old Bay State, which has exercised such a potent and controlling influence in the American world of politics, business and letters. His ancestry came originally from Scotland, but had long since been domiciled in the western world. Though a native of Massachusetts,

Mr. Easton is essentially a Californian, and a typical one at that, for when only six years old, in 1854, his parents brought him to San Francisco, which has ever since been his home. He is therefore a true California boy, as those to the manor born. He received a good solid education in our public schools, passing through all the grades, including those of the High School. All were finished in 1863, when only sixteen years of age. This of itself bespeaks a wonderful development of talent in one so young, and a development infrequently found outside of California. His inclinations led him to the real estate business, and he sought a position in a real estate office, that of Hoogs & Madison, now Madison & Burke, and on returning home at night surprised his family by the announcement, "Oh, I've been working in the biggest real estate office in the city." And here he remained, advancing from year to year, from office boy to chief clerk, working his way through all the intermediate graduations. He learned everything thoroughly, and his precise and orderly business methods added to his tact, foresight, and shrewdness soon made him an acknowledged power in that office. Such business powers could not remain unnoticed. Mr. Easton was the subject of many brilliant offers, one of which he accepted was the position of Secretary to the Crown Point Mining Company. Here he handled annually millions of money, and was in receipt of a large salary. More than that, he had the entire confidence of his employers. Notwithstanding all this he found the position uncongenial. Not on ac-

count of the absence of pleasant surroundings, nor of appreciative friends, but his heart was in the real estate business and he felt it a necessity to return to it. This he did on his own account, starting at No. 32 Montgomery street, in 1875. His success was one rarely achieved. His old friends stood by him, and in six months his reputation was that of being one of the most brilliant operators in San Francisco. In 1881, he formed a co-partnership with the late Mr. J. O. Eldridge. This co-partnership lasted five years until, in 1886, death dissolved it. Since that time, though conducting the business under the old style and title, it has under his sole management so flourished that it reached colossal proportions, necessitating its removal to 618 Market Street, opposite the Palace Hotel. Here the premises extended through from Market to Post, and made one of the largest devoted to realty in the world. Owing to the reconstruction of the premises the business has been removed to 638 Market. Mr. Easton, after learning all that was possible of the old style of doing business in real estate, devised several new features of his own which have been remarkably successful, and are in the interest of both buyer and seller.

There is no doubt that the importance of the business in San Francisco and throughout the entire State has thus been greatly enhanced. He is pre-eminent in the auction business. There is no important place in the State that he has not visited and in which he has not made sales. For the past few years his pleasant face and active form have been familiar in most of our leading centers of population. His friends and business admirers are known by the thousand all over the State. The house of which he is the head, has not less than fifty branch establishments throughout California. Concluding that the advance of the coun-

try meant the advance of the city, he has devoted a great deal of attention to the sale of country lands, with the happiest possible results as the energy thus expended has, amongst other things, been promotive of considerable accessions to the population and wealth of the State. His career in connection with realty in San Francisco is well known, and therefore need not be dwelt upon at any particular length. One of the bright ideas originated by him was the formation of a title insurance company, which insures quiet possession to the owners of good titles and defends them when assailed. Mr. Easton is a firm believer in the efficacy of printers' ink, and his house has spent all the way from \$50,000 to \$150,000 per year in advertising, from all of which he says they have received an adequate return. Intelligence and activity are the leading features of his character. He has a pleasing address and is an agreeable conversationalist, full of wit and ready at repartee. He takes in public affairs the interest that every good citizen should feel, and possesses a well-deserved influence with both parties that divide up the commonwealth. He has twice declined the nomination to the position of State Senator. His reputation as a real estate operator has only increased with years. He may be said to be a perfect encyclopædia of valuable information in regard to the climate, soil, productions and possibilities of all parts of the coast. He was married a few years ago to Carrie Whitney, daughter of George O. Whitney, an old-time Californian. He is now in the very prime of vigorous manhood and has still a long and useful business life before him. He is emphatically a self-made man. His career is a good example for California youths to pattern by when they seek success in the business world. It is no abuse of the phrase to class him as one of "The Builders of a Great City."



JOSEPH F. FORDERER.



JOSEPH F. FORDERER.

THEY who founded the industries of the Golden State are entitled to everlasting honor. That this is not outstepping the bounds of modesty is evident when we consider how hard it is to make any new business take root amongst us, and how many and disastrous have been the failures of a host who have unavailingly endeavored to plant some new industry on a lasting foundation in California. The trials and struggles of these men may not now be properly told, but the State should never forget the inestimable services they have rendered. Amongst those who have done yeoman's work in this regard may be mentioned the name of Joseph F. Forderer, conspicuous for his successful labors in the industrial domain.

He was educated in Cincinnati, the Ohioan metropolis. His education was of a thorough business character, and such as to fit him to wrestle with the ordinary problems of life as a mechanic or a manufacturer. When he was only nine years old, as his parents were very poor and he was the oldest of three children, he was obliged to go to work. It was his lot to labor in a cotton factory making cotton thread. He worked at that business eighteen months, receiving as wages what now appears the light remuneration of twenty-five cents per day, but as men were only paid a dollar a day, this, considering his tender years, was good for the time. The result shows what indomitable perseverance and industry can accomplish. From the cotton factory he went to work in a wire factory weaving wire cloth. Here he remained twelve months,

earning two dollars per week. But his progress was steadily onward and upward, and we next find him in a cigar factory, where he was enabled to earn from seven to nine dollars per week. The business, however, did not agree with his health, so he sought some occupation where he could occasionally enjoy the fresh air. His father returning from the army, where he had gone to fight for the Union, times were easier at home, and wages were not an object of such importance. He then entered into an agreement with Mr. Henry Beckman, to learn the galvanized iron cornice and roofing business. At this his remuneration was \$1.50 and board per week for the first year, two dollars for the second, and three dollars for the third year—three years being the period of his apprenticeship. While thus engaged he lost no time in acquiring such an education as was necessary to carry on an ordinary business. He had a good opportunity to learn, as he roomed and slept with the grandfather of his employer, an old retired school teacher at that time eighty years of age. The old veteran took pride in helping the young student to acquire all the instruction needed. Mr. Forderer subsequently studied the science of geometry, a knowledge of which was very essential in the manufacture of galvanized iron cornices. He entered with zeal into the study of his business and with such good results that at the end of a year he was enabled to make galvanized cornices from any scale drawing. The industry was then in its infancy and capable workmen hard to find, so his employers gave the young apprentice an opportunity to make

everything he could, and before the three years of his apprenticeship had expired he had charge of the shop. He remained with Mr. Beckman three years more. At the age of nineteen the young mechanic started in business with W. G. Bierman. He and Mr. Bierman carried on the business very successfully for about five years. In 1874 they learned that the Board of Directors of the Napa Insane Asylum of California desired some galvanized iron cornices for the building. This ended in Messrs. James Hunter & Son and Messrs. Bierman & Forderer agreeing to estimate on the work. They proved to be the successful bidders. This resulted in Mr. Forderer and James Hunter, Jr., coming to California to execute the work, with the intention of going back when it was finished, but being enamored of country and climate they concluded to remain.

So, Mr. Forderer dissolved partnership with Mr. Bierman, and exchanged his interest in Cincinnati for one in California with James Hunter, Jr., as a partner. This gentleman was then only 19 years of age, but bright and intelligent. Messrs. Forderer and Hunter carried on the business in San Francisco under the firm name of Forderer & Hunter. It seemed at first hard to make a success, but they worked very faithfully for about three years, at the expiration of which, in 1878, Mr. Hunter died. From that time until now, Mr. Joseph F. Forderer has carried on the business alone and with great success.

The industry on the Pacific Coast is far ahead in point of artistic and real merit of that in the East. Amongst the buildings which Mr. Forderer has helped to adorn and where some of the best specimens of his work can be found, are the Safe Deposit Building and the San Francisco Stock Exchange Building. Standing at the lower end of Market street, one may find some notable evidences of his skill. As far as we

now remember, they are in this neighborhood about forty in number. Among those we may mention the Holbrook Block, Huntington Hopkins & Co's Block, the Lachman Block, the Eagle Block, the Union Block, and many others which are a credit to the city, and which make Market street one of our finest thoroughfares. Last, though not least, the tower of the *Chronicle* Building, boasts some conspicuously fine examples of his art. Portland, also bears testimony to the success of Mr. Forderer's efforts. The Sacramento Cathedral, the Union Club of this city, the Academy of Sciences, the Polytechnic School and the Lick Observatory, all are fine examples of its finish and perfection. There is hardly a city of importance on this coast where some of the finest work in his line cannot be found. As no one here understood the business he may with truth be said to be a pioneer and for a while had no easy task in overcoming the prejudices which disposed people to adhere to the old and well known styles. Merit at last triumphed, and for a long series of years, he has had the satisfaction of witnessing triumph after triumph in his own peculiar domain. Mr. Forderer is also an inventor, having patented many improvements which are now considered indispensable. Early in his career he carried on a business of \$80,000 to \$100,000 a year, for several years, meanwhile keeping his own accounts and superintending his own work, a fact which proves him not only to be a business man of no ordinary ability, but also to be possessed of good, clerical and general attainments. The products of his art have now become a well recognized feature in architectural decoration, and it adds its mite, by no means small one, to the sum total of our flourishing industries.

In 1873 he was married to Miss Carrie Heidt. The union has been blessed with a numerous offspring—

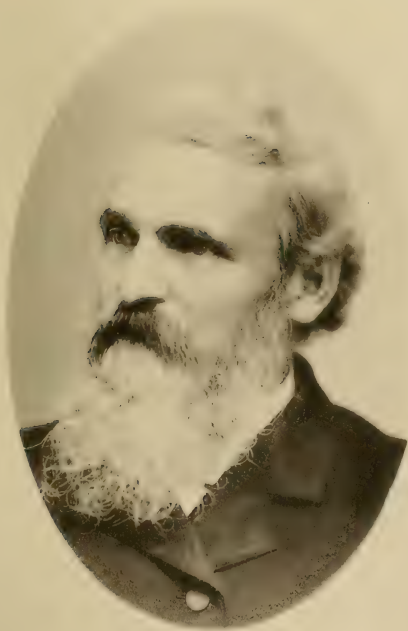
three boys and five girls—the oldest of the latter being in her sixteenth year.

Mr. Forderer is a native of Baden, Germany, where he was born in 1850, but came to America at a very early age, and is therefore to all intents and purposes an American.

His mother died after the family came to this city, but his father passed away in Cincinnati. His mother lived to see her son acquire wealth and honors. Mr. Forderer, besides his industrial pursuits, has found time to be interested in several matters of public importance. He is a Director of the Alameda Encinal Building and Loan Society. He is also a Director of the California Savings and Loan Society.

He is a Trustee of the First Methodist Church of Alameda. He has heretofore taken no active part in politics, being wholly engrossed in his business affairs. But as he has not yet reached his fortieth year, he has abundant leisure to bear a hand dispose. He is an honest, industrious citizen, and may be classed emphatically as a self-made man ; that is, one who does not owe his present position to the adventitious aids of fortune, but who has acquired it by hard labor and the exercise of a by no means common intelligence and inventive skill.

Mr. Forderer is now one of the City Fathers of Alameda, having been elected Trustee April 13th of the present year by a good majority



CHAS. N. FOX.

CHARLES N. FOX.

THE right of this gentleman to rank among "The Builders of a Great City" is founded upon his works, rather than upon his accumulations. A lawyer who has attained an enviable position in his profession, he is in the broadest sense of the term a self-made man. Born in poverty, with but a limited common school education, he commenced life for himself before he was 16 years of age, and all his life he has been a diligent worker, not only educating and caring for himself, but devoting himself and his earnings largely to the care and advancement of others. He has been a providence to all who were associated with him, and most emphatically a builder of men. Not only in this city, but all up and down this coast, numbers of active, useful business men may be found who acknowledge their gratitude and obligation to him for their start in the pursuit of fortune and of fame. His income has never been large compared to his work, but such as it was, beyond the necessities of himself and his family, it has been freely used for the upbuilding of others and the promotion of good works among men. Deserving poor have never appealed to him in vain; the undeserving have often imposed upon his liberality, while public institutions and public charities have always found in him a ready helper, according to his means, but more frequently than otherwise without the use of his name.

As a lawyer, he was the first of his profession to open the way into the city of San Francisco for the railroads that have contributed so much to its upbuilding, acting as attorney, and securing the right of way for the San

Francisco and San Jose Road; next acting in a like capacity for and also as President of the Western Pacific Railroad Company. And finally organizing the Southern Pacific Railroad Company. As these roads, one after another, passed into the hands of the Central Pacific syndicate, Mr. Fox's connection with them ceased, and he has never since had any connection with the railroad systems of the State.

It will readily be conceded that without an artificial supply of water there never could have been a great city where San Francisco now stands. Mr. Fox was early called to the counsels of the Spring Valley Water Works, a corporation organized in 1858 for the supply of the municipality and its inhabitants with water, having at its inception a capital of \$60,000, but which now supplies all the water used for municipal purposes and nearly all used by the inhabitants for domestic and all other uses, having an authorized capital of \$16,000,000, and works that are estimated to be worth fully \$20,000,000. All the waters and sources of water supply of this company, except the little that is drawn from Lobos Creek, and nearly all the rights of way and real property of the company have been secured, and its works constructed, under the legal supervision of this long tried and trusted counselor and in the procurement of these rights and this vast property, there has been less of friction, and less of litigation, in proportion to amounts involved, than in any similar enterprise in the State. His work in this behalf alone has been sufficient to entitle him to rank as one of the builders of the great city. During the last fifteen years the company has been

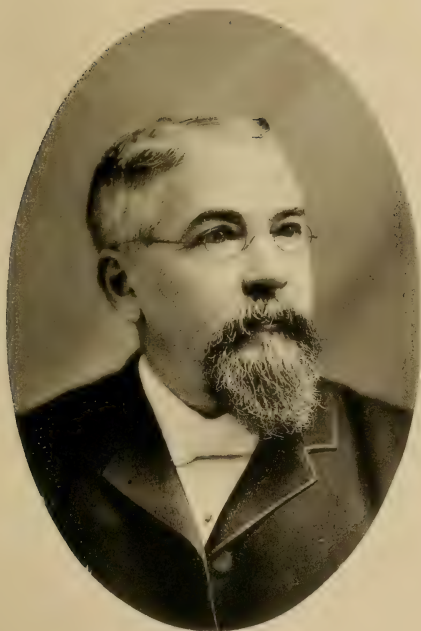
involved in some serious litigation, but it was not with reference to the settlement of property rights, but rather grew out of the question of the rights of the city in the waters of the company, under new and changed conditions of the law. All this has been honorably conducted on the part of the attorney of the company, and finally brought to a peaceful solution, honorable, and we believe satisfactory, to all the parties concerned.

While Mr. Fox has often refused, and never sought public office, he has served the public with honor and distinction; first as District Attorney of the County of San Mateo, next as President of the Board of Education of Oakland, then again as a Member, and Chairman of the Judiciary Committee of the Assembly of 1880, the first session under the New Constitution, where all the laws of the State came under revision, and where in one hundred and five days he accomplished an amount of work, as shown by the journals, never before or since equalled, and displayed a degree of ability seldom shown by any legislator in the State.

The full measure of his ability as a

lawyer was never generally known until in July, 1889, when he was appointed by Governor Waterman to fill a vacancy on the Supreme Bench, to hold until the next general election. Entering upon the duties of that position without previous judicial experience, he displayed from the start an adaptability to the work astonishing alike to his associates and the bar, and during the seventeen and a half months he remained there was second to none in the amount of work accomplished, and the opinions of very few of the Judges of this State have ever given such universal satisfaction to the bar and the people. The soundness of his law, as applied to the facts as stated by him, was seldom, if ever, questioned; if it was sought to revise his opinion it was upon the ground that he had misconceived the facts, as understood by counsel, and on this ground it was very seldom that a different conclusion was reached.

Ripe now in years and experience, and strong in body and mind, he returns again to the practice of his profession, and will, no doubt, for some years yet be recognized as among the leaders of the bar.



PHILIP G. GALPIN.

PHILIP G. GALPIN.

IT is one of the peculiarities of the legal profession that a member may be familiar with and held in the highest esteem by his brother lawyers, be in fact a Bar leader, and yet be comparatively unknown to the general public. Devoted to his calling, earnest in his labors in behalf of his clients, ingenious in argument, and persuasive in manner when he appears before a Court, his time is too much occupied to permit of his mixing in political affairs or taking part in the ordinary popular movements of the day. Such men, although from preference they may not seek distinction outside of their profession, are oftentimes among the most valued members of the commonwealth, and, when occasion demands, are foremost in upholding the rights of their fellows.

Philip G. Galpin, born in Buffalo, N. Y., is of old New England stock, being a direct descendant of Thos. Fitch, the last Colonial Governor of Connecticut. At the age of five, the subject of this sketch was adopted by his uncle, after whom he had been named, Philip S. Galpin, a prominent resident of New Haven, Conn., who was for many years Mayor of the Elm City. He received the rudiments of his education in the New Haven public schools, afterward attending Russell's Military Academy, and in 1845 entered Yale College, graduating four years later. During senior year he was President of the Brothers in Unity, a principal literary and debating society of the college. He began the study of the law in the office of Hon. Henry B. Harrison, afterward Governor of the State. He also attended the Yale Law School, graduated from that

institution, and was immediately afterward admitted to the Bar. Removing to Ohio, he settled at Findley, Hancock County, where he formed a law partnership with Hon. James M. Coffinberry, his brother-in-law. In those early days Northern Ohio was rather sparsely settled, and the young lawyer traveled about the neighboring counties on horseback, carrying his law-books in the saddle-bags. He tried his first case at a little settlement called Ottokee, situated near the Michigan line. The court was held in a log-house and among the lawyers present was Morrison R. Waite, late Chief Justice of the Supreme Court of the United States, then a practicing attorney at Toledo. The judge, lawyers, and officers of the court all slept in the loft of the only tavern in the place. Mr. Galpin removed to Toledo, where he remained a year, practicing his profession, and occasionally contributing to the columns of the *Blade*, "Petroleum V. Nasby's" paper. While on a visit to New York city he was offered a partnership by Robert G. Pike. Their legal business soon began to prosper, and in 1857 he was engaged by a client to come to California. The lady's husband had left a large property here, and it was to recover possession of it that he made the long journey, coming by way of the Isthmus. He won sixteen suits for her. He returned East, and resumed practice, and soon afterward was engaged in arguing before the U. S. Supreme Court the cases of Gray vs. Brignadello, Gray vs. Larrime, and Galpin vs. Page, which became a leading one on jurisdiction. In 1860 Mr. Galpin again came to this State for the purpose of

trying several cases in ejectment for an Eastern client. He remained here at that time eighteen months. In 1865 he visited California for the third time, having been employed by the heirs of J. Ladsen Hall of Philadelphia to endeavor to recover the estate of their father located in this city and valued at \$150,000. The case was tried in the U. S. Circuit Court, and resulted in the defeat of Mr. Galpin's clients. He appealed to the Supreme Court of the United States, however, and that tribunal reversed the ruling of the court below. At this latter trial the late Roscoe Conkling argued the case for the other side. The case was again argued, the second time by order of the Court, on the point whether the deed of a lunatic was absolutely void or voidable. Blackstone in his Commentaries had said it was voidable, but the Court said it was absolutely void.

Soon after this, Mr. Galpin went to Europe. Over a year was spent in traveling about the Continent. He returned to New York in 1869, and resumed practice until 1875. During his business visits to California he had become interested in real estate, and naturally was attracted by the advantages offered for professional advancement in a city like San Francisco. He removed here, and entered into a law partnership with

John T. Doyle, Henry D. Scripture and William Barber.

These three associates have since withdrawn from the partnership, and Wilbur G. Zeigler having been admitted, the firm is now known as Galpin & Zeigler.

The only criminal case in which Mr. Galpin has been engaged since coming to this State was the trial of Isaac M. Kalloch for the shooting of Charles de Young, in which he was associated with Henry E. Highton. The trial resulted in the acquittal of Kalloch, after a long and exciting legal struggle.

He has argued several cases of a public character, among which were the opening of Oregon Street, the right of Kelly to a seat in the Board of Fire Commissioners, the rights of the Democrats to equal representation in the Election Boards at the last Presidential election, also the question of the ownership by the State or city of lands below the line of high tide along the city front, also the validity of the Montgomery avenue taxes.

In his political affiliations Mr. Galpin is a Democrat. He has never sought any public office. The only relaxation from his labors as a hard-working practicing lawyer he finds at his charming rural home, in the Santa Cruz Mountains, near Los Gatos.



WILLIAM T. GARRATT.

WILLIAM T. GARRATT.

THERE is no question that among the early Pioneers of California there were to be found more men of unusual energy and enterprise than among any other like number of people. The story of the rich gold fields reached every part of the world, and while it roused the feeling of cupidity in some, in others it awakened a spirit of ambitious enterprise which has led to grand results.

There are no better examples for the young men of to-day to follow than many of those exemplified in the lives of the prominent men who came here in the early days and have helped to build up this great State and city.

"To the West, to the West, to the untrodden West,
From his home in the East came the bravest and best."

Their biographies should be classified and made a reading text-book in the higher grades of our public schools. This would stimulate our young men to continue the good work of the Pioneers and emulate their examples of thrift and honest industry.

Among the men possessed by nature and heritage with a strong physical constitution and endowed with high mental qualities, to which might be applied the term stubbornness in the fixity of his purpose, is William Thompson Garratt, whose name is well known all over the Pacific Coast, and generally throughout the commercial world.

It should, and no doubt will, be perpetuated as one intimately con-

nected with the manufacturing and industrial progress of the State.

Mr. Garratt is of English descent. His father, Joseph Garratt, came to this country from England and settled in Philadelphia, where he was employed in the foundry of his brother William, who established the first brass and bell foundry in that city and where Joseph obtained a practical knowledge of the business.

Here he was married to Catherine Thompson, who was also a native of England. On the 4th day of October, 1829, was born to them a son—the subject of this sketch. This event occurred in the city of Waterbury, Connecticut, where his father was engaged in the construction of a rolling mill and brass foundry. After the completion of this the family returned to Philadelphia and afterwards located in the city of Baltimore, where another brass and bell foundry was established; but believing that the West offered a better field for his business, he removed to Cincinnati, where in 1834 he established yet another, and one in which William Thompson Garratt learned his trade.

He remained with his father until he was twenty years of age, when the California fever marked him as one of its victims, and he was soon on his way to the new El Dorado. He left Cincinnati on one of the river boats running to New Orleans, from which port he sailed to the Isthmus of Panama on the steamer Alabama, April 20, 1850. He then went by boat up the Chagres river to Gorgona, and from there the balance of the journey was made by mule-back

to Panama. On this side he took passage on the whale ship *Norman*, Capt. Gardner commanding, making this port July 20th of the same year.

Like the great majority, Mr. Garratt, shortly after his arrival here, sought the mines. He was full of ambition to succeed, make a fortune and return. The stories told East had the same effect on him as on others. They fired his ambition and urged him to action. He first went to Nevada County, Big Deer Creek, near where Nevada City now stands. There he engaged in placer mining for about two weeks with the usual implements of the time, such as the long tom and rocker. Ill health compelled him to quit mining, however. On the way here he had contracted the Panama fever. This had not entirely left his system and work in the snow water but aggravated his condition. He accordingly returned to Sacramento. There he accepted a place with the firm of Warner & Ferrell, old friends of his family. The firm were in the brick manufacture some six miles below Sacramento, on the Sacramento river, and for about a month he coined bricks with them. Judge Schultz hearing that Mr. Garratt had come to this coast, and requiring a person of his knowledge and skill, sent for him, and he came down to the bay in consequence and started into business with the judge under the title of Schultz & Co. This was in general mechanical work to which he was well adapted, being by trade a mechanic. This was in October, 1850, and from that time dates the founding of his present extensive business.

The firm at the beginning, besides mechanical work, also made all the coin dies in use here for private coining, except those of Mr. Moffit, whose \$50 slugs will be remembered by all old-timers. Mr. Albert Kuner did the engraving for these dies, and that gentleman is yet in business in

our midst. Besides the actual manufacture of the dies, the firm also coined the \$5 gold pieces. Owing to a scarcity of coin in circulation the firm built the machinery for coining \$5 and \$10 gold pieces, and continued this until the Legislature passed a law placing private coiners on a banking basis, and on account of this law they discontinued. The firm coined for Burgoyne & Co. and Argientia & Co., bankers. This department of the business had been under the management of Mr. Schultz, and when it was given up he retired. Since that time Mr. Garratt has carried it on, adding to it as the demand warranted.

His first foundry was located on Clay street, opposite the Plaza, from which he removed to Leidesdorff, near Sacramento. Here he was doing a thriving business, which was completely wiped out by the great fire of 1851. He started again on Halleck street, the ground on which the American Exchange now stands, and again removed to near the corner of Market and First, but in 1866, the Alta Flour Mills, in the rear of his factory took fire, and his works were soon again destroyed. He then located on the corner of Fremont and Mission, where the same calamity visited him again in 1870 for the third time, when he suffered great loss, caused by the Mechanics' Mill burning on the opposite side of the street. This was the worst fire of all, destroying all the machinery and patterns. He, however, immediately gathered himself together for another effort in the same direction, and a new foundry was established, which is now in full operation, on the corner of Fremont and Natoma streets, with first-class machinery and appointments in all respects, and which is an establishment that will compare favorably with any similar institution in the United States. Within a few years another manufactory for all kinds of iron castings

and machinery has been established at Brannan and Fifth streets, which is a perfect bee-hive of industry.

The life of Mr. Garratt has been part of our history. He was a strong Union man, naturally, during the war, and his contributions were large in consequence to the Sanitary Fund. The only political office he has held was the State Senatorship for his district, 1870-4. His election then and his majority showed conclusively the high esteem in which he is held by the people. In politics he has always been consistent. Naturally a Republican, he is not only one of the ablest leaders of the party, but, what seldom is the case, this is recognized. Political place, however, Mr. Garratt has never sought, being the more content with the activity of business life. He belongs to many societies, and is prominent in several. The Mechanics' Institute he was an earnest promoter of in its struggling days. Every worthy enterprise, in fact, he has assisted in proportion to its merits. We have had occasion to speak in this volume of many prominent men, but certainly of none who have worked with greater zeal from the beginning until the present for the advancement of this city and coast. As previously stated, Mr. Garratt may justly feel a personal pride in the progress made.

In this connection, in view of the fact that the beet sugar industry is now so much canvassed, it is pertinent to state, that this industry was advocated and entered on years ago by Mr. Garratt. The facts are these: Beet sugar was made here first by a German named Bepler, now deceased. He had a small factory near San Miguel, of a capacity of about 50 lbs. a day. He fully demonstrated the fact of the capability of our soil for the raising of sugar beets, however. Manufacturing on such a small scale money was not expected to be made. In fact the sugar cost on this account nearly \$2 a pound.

This establishment dates about the year 1869-70. About the same time or shortly after, two other Germans came to Fond du Lac, Wisconsin, and talked up beet culture. They succeeded in having a company organized there and a factory was built. Mr. Bonesteel, at one time Mayor of Fond du Lac, was largely interested. This gentleman wrote to General Hutchinson, of this city, and since deceased, and the matter was canvassed here. A company was formed of which Mr. Garratt was a prominent and active member. He was selected to go to Wisconsin and inquire into the matter. He did so, and contrasting the soil there and here came to the conclusion the industry would be a very profitable one in California. He made an offer for the factory and machinery, so as to allow free scope to the two Germans and Mr. Bonesteel. This was accepted and \$8,500 paid for the plant, which he again sold at once for \$6,000, having, however, secured these men. These he brought out here, and about the year 1879 a factory was established at Alvarado. This was found insufficient, however, and it was removed in a short time to Soquel, where the land was cheaper and where there were better facilities. Considerable expense was gone into, seed imported from Germany and distributed to farmers, and land leased for beet culture.

The soil, though good for wheat, had not, however, that under-surface moisture required for beets, and so the experiment was not as successful as desired. The way to success was pointed out though, and the present industry is reaping the benefit of this outlay, just as future ones will. Mr. Garratt worked very energetically in the matter and spent and lost largely so as to establish another great business in our midst. He has never regretted this, however, for he paved, with others the way to a success that will surely

come and be of great benefit to our people.

In 1866 Mr. Garratt was nominated by the Republicans for Mayor of this city. But his business calling him East at the time he was obliged to decline the honor the party desired to confer upon him.

In connection with Mr. Garratt's bell foundry business an interesting episode occurred in 1874-5. He offered to repair the old liberty bell at Philadelphia. An interesting correspondence between the mayors of San Francisco and Philadelphia was the result. It was proposed to bring the old bell here and return at his own expense and repair it by a method the invention of Mr. Garratt. It was then to be baptized in the waters of the Pacific and returned East to have it baptized in the waters of the Atlantic, then to be placed in the old tower in time to ring its centennial song of liberty, and again, in 1876, proclaim liberty throughout the land unto all the inhabitants thereof. The Philadelphians were, however, too jealous of their prize to permit its removal, and while Mr. Garratt's patriotism and generosity were acknowledged his proposition was not accepted. That old but true saying, "necessity is the mother of invention," was often

exemplified in the lives of our pioneers. The repairing of broken castings by the burning metal process was the invention of Mr. Garratt, and is now universally employed throughout the world. It was by this process that he proposed to repair the liberty bell as before mentioned.

He has been connected with the various enterprises of railroading, steamboating, mining, etc., since his location in this State, and there are several steamers running on our bays and rivers named after members of his family, and he is still interested in some of these industries.

Mr. Garratt has aided in fostering a great number of enterprises in the State, which have redounded to the lasting good of the community at large.

Socially Mr. Garratt holds a high place in the esteem of his most intimate acquaintances. He might be summed up as having nothing small about him, either in physical proportions or in his manner or method of doing things. He is plain and blunt. He has made money, and in doing so has helped others to accomplish like results, rather than put a stumbling block in their way. "The world is better that he has lived."

Since the above was put in type, Mr. Garratt passed away (January 8, 1890) much regretted.



ADAM GRANT.

ADAM GRANT.

As a business man, combining in himself almost, if not all, the attributes necessary to achieve prominence and success in the mercantile world, no better example could be found than Adam Grant.

He comes from a land that has given to America many of her merchant princes, having been born on the twenty-fourth day of September, 1830, in Sutherlandshire, Scotland. He emigrated to the United States at the age of 15, and since the date of his arrival in 1850, he has pursued the straight and steadfast course by which he has risen to his present position of wealth and influence in the community. The glitter of notoriety and public fame has never held out such inducements as to draw him for a moment aside from the business course to which he had devoted himself. A man of great individuality and decided character, Mr. Grant would have been likely to attain success in whatever walk of life he had chosen to follow, but in selecting as he did, it is certain that he made no mistake.

On his arrival in this country he entered the dry goods house of Eugene Kelly & Co., as an employe, and has, from that time to the present, been connected with the same establishment. His promotion was gradual, until he became junior partner of the firm. When Mr. Kelly, in 1859, retired from the business, the control in San Francisco was assumed by Murphy, Grant and Breeze, Murphy removing to New York, where he acted as purchasing partner.

Mr. Grant was married in San Francisco some thirty-three years ago, and has one son, Mr. Joseph D. Grant, who is now a partner in the house.

The great dry goods house of Murphy, Grant & Co. is known for the extent of its business, not only on this coast, but in every quarter of the globe from which supplies of the kind in which it deals are drawn.

There has been nothing of the adventurous in Mr. Grant's career outside of the fields of finance and commerce, but there he has shown himself a knight worthy of all honor. He does not owe his wealth altogether to the business which bears his name, but has made many investments outside of it, and with such sagacity and good judgment as to largely increase the sources of his revenue.

In handing down the biography of a man like Adam Grant, or, in fact, that of any person who has taken a prominent part in the affairs of their day and generation, one of the principal objects must always be to afford an example to those of the rising generation of what has, and can be, accomplished by thrift, efficiency and perseverance in any business that may be engaged in.

It is true that natural talent has a great deal to do with success in life, but if improperly directed, or, rather, if not backed up by fixity of purpose, and the most scrupulous sense of honor, talent may prove even worse than useless.

Mr. Grant's life is a lesson to every young man who engages in business and looks forward to some day reaching the goal to which his ambition points. The very fact that he is now at the head of the great mercantile house in which he was engaged as clerk when twenty years of age, now thirty-nine years ago, is of the greatest significance, and, as it were, an in-

dex to the character and talents of the man.

A great deal of Mr. Grant's success is due to his bump of order and system. Possessed of first-class administrative ability, he organizes his immense business into such well-defined departments as to make the whole combination work with the regularity of a perfectly balanced machine.

As befits a gentleman of his wealth and social importance, Mr. Grant is a member of several organizations, but carries into private life the modesty which distinguishes him in business affairs, and is known better by his work than his words, as he does not favor publicity in such matters. He was, in July, 1888, made an hon-

orary member of the Scottish Thistle Club in consideration of his services to the organization.

As a citizen, Mr. Grant is enterprising and public spirited, liberal when the cause meets his approval, without any show of ostentation—he gives to confer a benefit, and not for vain glory. Of thoughtful and unassuming manner, he impresses those with whom he comes in contact as a man who would give calm consideration to any proposition which was presented to his notice, but whom it would be difficult to draw into any doubtful speculation. His success has not dazzled him, nor would the most promising enterprise serve to move him from his usual self-contained serenity.



KALMAN HAAS.

KALMAN HAAS.

THE name of Haas Bros. has been long and honorably identified with the history and progress of this city. The grocery house known as that of Haas Bros. was founded as far back as 1852, and has long been known as that of Loupe & Haas, K. Haas, Charles A. Haas and L. Loupe having been associated in business as early as 1868. The house had an unbroken record of success leading back nearly forty years, and Kalman Haas, its present head, has not only been able to keep up its old-time record, but even to extend very considerably its influence and power. Mr. Haas is one of those worthy citizens for whom this State is indebted to the German fatherland. He was born in December, 1840, at Reckendorf, a little town in Bavaria. There his early years were passed, and there he received the first rudiments of education. When still very young, he emigrated to the United States, at first settling in the East. In 1854 he came to the Pacific Coast, coming hither by the way of Panama. Kalman Haas was then quite a young man, and on arriving at man's estate we find him in business at Portland, Ore. There he conducted a general merchandise store successfully for a few years. Feeling, however, that the city of Portland, which has since been called the metropolis of the North, was then too small for his

business energies, and that San Francisco alone afforded proper scope for their exercise, he removed to this city in 1868. Here he established the firm of Loupe & Haas in connection with his brother. It was not long until this became one of the leading mercantile firms of San Francisco.

In 1875, Mr. Loupe retiring, the firm became known as that of Haas Bros. There were then three partners—Charles A. Haas, who is now residing in Europe, Kalman Haas and William Haas. In 1886 Mr. Haas went to New York, there to attend to the Eastern business of the house. Mr. Haas has since taken into partnership Leopold Klau and Carl Klau, his nephews, and two of San Francisco's most promising business men, the firm at present being composed of the gentlemen named and William Haas, previously mentioned.

Mr. Haas was married in 1882, the fruit of the union being three promising children. He is a member of the Chamber of Commerce and Board of Trade, and is a member of all the Jewish charitable societies in this city, and is connected besides with many other benevolent organizations. As a business man, his name has long been a synonym for ability and integrity, and as such is known all over the States. He has for twenty years past been prominently identified with one of our principal branches of commerce, and as he is now in his prime, has a long life of public and private usefulness before him.



ABRAHAM HALSEY.

ABRAHAM HALSEY.

NO name is better or more favorably known in the business circles of San Francisco than that of Abraham Halsey. He has been prominently identified with the interests of California for more than thirty-nine years, and is thoroughly entitled to a niche in the gallery of "Representative Men."

Abraham Halsey was born in the State of New York on the 30th day of October, 1831. Three years later his parents moved to New Jersey, in which State young Halsey passed the years of his minority. In 1850, when but 18 years of age, he graduated from Princeton College, and at once entered upon the study of the law in the office of one of the most eminent lawyers of his State. Two years later he joined the ever-increasing throng of emigrants bound for the golden hills of California. Mr. Halsey was one of the first lot of passengers to come via the Nicaragua route from New York by way of San Juan or Greytown, Virgin Bay and Lake Nicaragua to San Juan on the Pacific side, and thence by steamer to San Francisco, where he arrived October 13, 1851. He went directly to the mines. First to Mokelumne Hill, thence to Coulterville and Aqua Fria in Mariposa County, and thence in 1852 to Chinese Camp, Tuolumne County, where he remained for about twenty years. Mr. Halsey passed his first Winter in California in a stone cabin on Carson Creek, originally built by General John C. Fremont on his Mariposa grant. He was appointed by the Sheriff of Mariposa to serve as one of the "posse comitatus" in the first hanging of a Mexican in that county for the crime of murder.

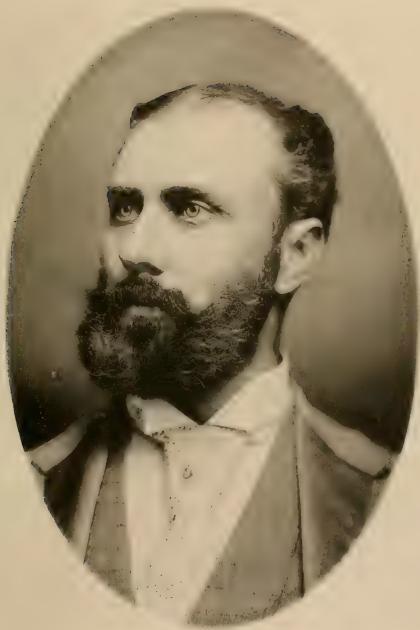
From the early days of placer mining to the present time, Mr. Halsey has been more or less engaged in the industry of mining, and has filled the position of Secretary to some of the most successful companies that have existed in the State. For twenty years he also followed the business of ranchman, stock raiser, and cattle dealer, and drove many herds of cattle from the lower country to the mines in the north, when that was a most profitable business, and the State of California was virtually one vast cattle range. As the State became settled, Mr. Halsey was one of the first to plow and sow what were known as "the plains," and demonstrated the fact that grain could be grown thereon. He has been actively engaged in the survey and construction of some of the largest and most extensive ditches for hydraulic mining ever built in the State. He was President of the first company organized to build a wagon road into the Yosemite Valley, by way of Big Oak Flat and Hardin's Ranch. Mr. Halsey has resided in San Francisco eighteen years and during that period has been constantly connected with mining and manufacturing enterprises, in various parts of California and Nevada, Washington and Idaho and in Mexico. During his residence in the mines, the knowledge of law acquired in his two years' study was frequently called into requisition in the trial of various mining disputes. The formation of laws for the government of local mining districts, in accordance with the custom of the country in those early days, naturally led to his continuing the study of law and subse-

quent admission to practice in the city of San Francisco.
District Courts of the State.

He has held numerous positions of public trust, among others those of Notary Public in Tuolumne County, Justice of the Peace, Associate Judge, and Deputy County Attorney of Stanislaus County. He is a prominent member of the Masonic order, having been at various times Master of Lodge California No. 1, and High Priest of the Chapter of Royal Arch Masons of California, Chapter No. 5. Has been for several years past one of the Trustees and Secretary of the California State Woman's Hospital, one of the most noted charitable institutions of the

Mr. Halsey was married in 1857, but shortly afterward suffered the loss of his wife and remained a widower until 1879, when he again married.

During all the long, varied, and at times exciting career above imperfectly outlined, Abraham Halsey has borne himself in a manner to gain the friendship and admiration of all with whom he came in familiar contact. His probity has never been questioned, and every transaction in which during his busy life he has been engaged, will bear the closest scrutiny. The world is better for the life of such a man.



CHARLES F. HANLON.

CHARLES F. HANLON.

CHARLES F. HANLON, though much the junior of the distinguished members of the bar, stands to-day in the very front rank of the legal profession. Although a native of New York city he has resided in California since infancy. His early education was conducted much by his mother, and afterwards at St. Ignatius College, and was completed at St. Mary's, where he graduated in 1874, carrying first honors in a class of fourteen, only two others passing besides himself.

Evinced a decided fondness for the legal profession, his course of study had been somewhat directed in that channel at college, and shortly after graduation he entered John M. Burnett's office, where he read and studied law for three years, being admitted to the Bar in 1877, at the age of 21.

One of the first things a young lawyer does is to seek a partnership; he generally wants to associate himself with some one who, through influential connections or large practice, will enable him to obtain a good start in his career.

Mr. Hanlon, however, was an exception to this general rule, having decided to "paddle his own canoe" and to make no entangling alliance. Consequently, never having had a professional partner, he has always conducted his legal business entirely alone, being assisted by a competent corps of clerks.

Early in his practice Mr. Hanlon was called upon to act as leading counsel in several large estates. Owing to his marked success, he soon had all he could do in that lucrative branch of the profession, being attorney for the Arguello estate, in

Santa Clara County, valued at \$300,000; the Hugh Burns estate, at \$200,000; the Berghauser will case, involving \$300,000, and other important cases.

One of the memorable legal struggles in which Mr. Hanlon was interested was the contest over the Curtis estate, in which a young adventurer laid claim to the greater part of \$250,000. Mr. Hanlon, who had been retained for the sons of the dead man, established the falsity of her claim, and succeeded in having the whole estate awarded to the boys. He also conducted a jury contest of six weeks against the codicils of Andrew Kohler's will, which disposed of \$350,000, and obtained a verdict setting aside the codicils for fraud and mental incompetency, which was sustained on appeal to the Supreme Court.

In May, 1886, Mr. Hanlon was employed by the *Daily Examiner* to prosecute John Sedgwick for irregularities as Superintendent of the House of Correction. After a very long and bitter fight of twelve weeks, through the ability and persistence of Mr. Hanlon, the newspaper was victorious and Sedgwick removed from office.

Following this was the exciting Zeehandler contempt case, which he won after three contests. Zeehandler, an editor on the *Examiner*, was confined to jail for refusing to answer the Court's questions as to who divulged to the press certain proceedings had within closed doors. A very able argument by Mr. Hanlon, before the "seven Judges in banc," led to a decision in favor of the *Examiner*, which also decided an important point affecting the rights of the press throughout the State. This

case has since been used as authority in New York.

Mr. Hanlon was also employed by the late Peter Donahue as assistant counsel in several important cases, and on the death of his son, Col. J. M. Donahue, his executors, Messrs. McGlynn & Burgin, two prominent railroad gentlemen, also employed Mr. Hanlon as attorney for the splendid estate left and valued at about four million of dollars.

He is also attorney of the Old People's Home, a prominent charitable institution of San Francisco, and has occupied such position since the time of its organization. Politically, Mr. Hanlon is a Democrat, and an advocate of pure politics. He was

President of the "Devoto Sobon" and also the Manhattan Club, the latter being a local organization whose object it was to reform local politics—put an end to bossism.

For three years he was a member of G Company, Second Artillery, N. G. C.; was appointed Paymaster on General Dimond's staff, Aide-de-Camp on General Stoneman's staff, and Lieutenant-Colonel on the late Governor Bartlett's staff.

We deem Mr. Hanlon to be one of the brightest and ablest members of the San Francisco Bar, and predict for him a notable career, not only in his chosen profession, but also as one of our leading public men of the future.



COL. WILLIAM HARNEY.

COL. WILLIAM HARNEY.

PROBABLY there is no man more intimately and popularly known to the people of California than the subject of this sketch. Colonel William Harney arrived in California about thirty-five years ago, and has lived here continuously ever since. During these years he has done more than his share in helping to build up the State. He has seen San Francisco grow from a good-sized village to a large city.

Colonel Harney came from New York under the care of the late Thomas O. Larkin and Admiral C. H. Baldwin, United States Navy, arriving in San Francisco in the early part of 1854. He was then only about 16 years of age, but, notwithstanding his youth, shortly after arrival, 1854, he was appointed purser of the steamer, the old "Senator," in the California Steam Navigation Company's line, and has been purser of the different sea-going vessels of that company from the time of the first water service until they went out of existence.

Colonel Harney is one of the few officers of that company now left. Many old Californians will remember him well as the handsome youth holding such a high and responsible position at such a tender age, where thousands of dollars were left to his care and custody. His fitness for performing the duties of his position made him a great favorite with the directors of the company, and he was always appointed to the pursership of sea-going steamers. When the company sold out to the railroad Colonel Harney was appointed Deputy County Clerk and Clerk of the old Court of Sessions, Probate and County Courts, under the late Governor, Washington Bartlett, which position

he held for many years, till the Tax-payers and Republicans took him up, unsolicited, for the office of County Clerk, and in 1871 he was elected, running away ahead of his ticket.

When he entered upon his duties he set to work to make that office a model one, as has been fully attested by the public and the members of the bar; so much so that he was, at the expiration of his term of office, endorsed and renominated by all parties, Republicans, Taxpayers and Democrats, receiving the unanimous vote of the county, a compliment which had never before been conferred on any aspirant for office. It is needless to say that he retired from his official duties as County Clerk with a high reputation for honesty, straight-forwardness and executive capacity, which was acknowledged by all who had any business to transact with that branch of the city government.

Colonel Harney has been tendered various nominations since his retirement from office, all of which he has steadfastly declined, preferring to work his way in the private walks of life.

He has taken considerable interest in our California militia, connecting himself with the Cavalry Hussars twenty-eight years ago as a high private, and as an officer, reaching every rank up to his present one of Colonel, on which he was retired some years ago, at his own request, with full rank of Colonel. He has been on all the staffs of Governors Low, Booth, Haight, Irwin, Perkins and Pacheco.

He has also been a prominent member of several societies, social and charitable. He has been Recorder of California Commandery, No. 1, Knights Templar, for many years, member of Oriental Lodge, F. and A. M., California

Chapter, R. A. M., Apollo Lodge, I. O. O. F., American Legion of Honor, Knights of Honor, A. O. U. W., Bohemian Club, Chamber of Commerce, Recorder and Director of the Mercantile Library for some years, President of the Manufacturers' Association, and at present President of that body; a Trustee of the California Home for the Cure and Training of Feeble-Minded Children, and many other institutions, which we cannot now recall.

He has always been known for his kindness in assisting the unfortunate of mankind, where he could possibly do so, as hundreds of our citizens can attest, as through his influence and help they ascended the ladder of life, and now recall his generous efforts in their behalf.

Many acts of bravery on the part of Colonel Harney have been recorded in his kind and successful efforts in saving human life, both on land and sea.

Colonel Harney has been for many years, and is now, connected with the Golden Gate Woolen Manufacturing Company as Manager and Secretary; a very laudable industry.

Before leaving New York, and at the early age of 14, he entered the office of Colonel Charles A. Clinton, a son of the illustrious Hon. De Witt Clinton, former Governor of New York, as a young student. Colonel Clinton was connected with George E.

Baldwin and Abram Ditmars. Baldwin was a brother of Admiral Baldwin of the United States Navy, and it was through the latter and the late Thomas O. Larkin, who was the first and last United States Consul in California, who was then in New York, that Colonel Harney, then a youth some 15 years of age, was induced to come to California.

Endorsed by such then prominent men as Colonel Clinton, Augustus Schell, Fernando Wood, George E. Baldwin, and many others, who were friends of his father, John H. Harney, the youngster had no difficulty in obtaining, even at his early age, such a responsible and honorable position as he held in the pioneer days of California.

Colonel Harney was married in 1866 to Miss Benamina C. Mechem, of Mount Vernon, O. This estimable woman died, leaving one child, a daughter, who is now the wife of Mr. Evan C. Evans. Colonel Harney subsequently married Miss Fannie M. Gummer by whom he has one son.

Colonel Harney is a member of the Veteran National Guard of California, and in looking over the list of that organization we find he is one of the oldest of the retired veterans, according to his rank, on the list, having been retired by orders of the Adjutant-General's Department of California as far back as 1866, with rank of Colonel in the California militia.



W. H. H. HART.

W. H. H. HART.

H. H. HART was born in Yorkshire, England, January 25, 1848. His father came to the United States in 1852, and went direct to Little Rock, Kendall County, Ill. He remained there until 1857. In April, 1856, a portion of the Blackhawk tribe of Indians, encamping near Little Rock, then a frontier village, stole young Hart. He was kept by them until October of the same year, when he was recovered. In the Spring of 1857 his father removed to Iowa. His mother died in February, 1858, and his father in April, 1859. In 1857, when he was nine years old, he commenced to earn his own living by herding sheep, and at this time he has taught the use of fire-arms in which he had considerable practice. At the time of entering the army he was considered an expert for a boy. Being treated unkindly by a man with whom he lived, he ran away in August, 1861, going to a friend of his father's some miles away. For him he worked until Christmas of that year, when court proceedings were threatened to obtain possession of him by his guardian. For two winters previous he had attended school with a young man fifteen years his elder, by the name of Hinckley. At the breaking out of the war, Hinckley had gone to Southern Illinois, and, having been much attached to young Hart, had kept up a correspondence with him. When Grant was stationed at Cairo in the Summer of '61, Hinckley rendered important services, on account of which Grant selected him as the proper man to organize a company of private scouts. Young Hart hearing of the proceedings about to be taken in court

against him, drew his money from his father's friend for four months work at \$6 per month, and was taken by his friend to Rock Island, Ill., and reached Cairo on the 3d or 4th of January, 1862. He there met Hinckley and finally decided to join his company of scouts, which he did, and was sworn in on the 23rd day of January, 1862, being then two days less than fourteen years of age. Hinckley's scouts left a few days later for Paducah, and along with them young Hart took part in the campaigns of Donelson, Shiloh, Vicksburg, and Chattanooga, and in command of Hinckley's scouts performed important services at the battle of Missionary Ridge, and was wounded three times during that contest while carrying an important dispatch from Grant to Sherman's command across a portion of the field occupied by Confederate forces (between Citico Creek and Sherman's right). After partial recovery from these wounds he returned home in March, 1864. In May he enlisted in the Forty-fourth Iowa as a private. He was mustered out of the service in September of the same year, but in February, 1865, he re-enlisted in the One Hundred and Forty-seventh Illinois. He was finally mustered out of the service in February, 1866, having been wounded five times—at Shiloh, Pulmes Ferry and Citico Creek. In the Summer of 1865 Judge Russell suggested to young Hart that he would make a lawyer and presented him with a copy of Blackstone, his first law book. That was while he was doing provost duty at Dawson, Terrell County, Ga. He then commenced to study law, and during two years after leaving the army he at-

tended the public schools, reading law at night. In September, 1868, four months before attaining his majority, he was admitted to practice in the county courts of Iowa; in the District Court of the same State in September, 1869; in its Supreme Court in April, 1870; in the Supreme Court of California in July, 1873; in the Supreme Court of the United States in December, 1874, and in the United States Court of Claims, and was since admitted to the Supreme Courts of Illinois, Nevada and Arizona. In Iowa Mr. Hart was elected City Attorney for the city of De Witt. Before coming to California Mr. Hart was known as one of the best criminal lawyers in that section of the State. He defended four murder cases in which he was successful. Since coming to California he has devoted himself to the civil law in all its branches.

As a citizen of California, Mr. Hart has been interested in manufacturing, agriculture and mining. His interest in mining at the present time is very large. He is one of our best mining lawyers, having gained the reputation in the Copper Queen cases in Arizona and sustained it through numerous prominent cases in this State. Mr. Hart is a member of the Grand Army George H. Thomas Post No. 2, and a director of the Veterans' Home Association at Yountville. He is also a member of the Masonic fraternity and of the Odd Fellows. He belongs to the Golden Gate Commandery Knight Templars.

Mr. Hart has distinguished himself as the attorney for Florence Blythe, the successful claimant of the great Blythe case recently finished in this city. At the close of that case, after eleven and a half months steady trial, his opponents gave him the credit of having mastered all the details and evidence in the case in reference to the collateral claimants, as well as the alleged widow, and his own client. The preparations which he made for this

case, true to his instincts, were arduous and intricate, but when complete there was not a weak place to be found.

His management of the child's case has won for him a reputation that will endure through life. He encountered an opposition at every step, composed of the ablest minds at the bar, but he knew the wishes of the father of his young client, he knew her rights, and knowing, dared maintain them through the longest and bitterest legal contest ever recorded. With the best counsel in the city called to assist, he was, through this long conflict, the plumed knight, the central figure of the battle against whom every attack was directed and who repelled them all and whose armor sustained every blow.

Mr. Hart was the Republican candidate for Attorney-General four years ago, in the Swift campaign, in which he ran more than 7,000 votes ahead of his ticket.

He was instrumental in having passed by the Legislature in 1889 the bill for a Belt Railroad in San Francisco. The road is to be built on the State property around the margin of the bay and to be controlled by the State Board of Harbor Commissioners, to be free for all railroads coming into San Francisco, and shippers of freight.

As a political economist Mr. Hart has gained distinction for the strong, clear views propounded by him on the silver question. Like himself, these views have been growing in favor firmly and steadily, studied and tested by miners and financiers. The preponderance of favor is with his view, which is protection pure and simple.

As a man he is generous and warm-hearted. His tendencies are all refined and humane, and these with a noble purpose of life and a worthy ambition have brought him to consummations well worth an ordinary lifetime, yet he is just at the prime of his manhood and strength. And

this purpose which carried the boy unmarred through the temptations of the army, and which have sustained the strength of the man through so many unusually severe conflicts, still prompts him to press onward and upward.

Mr. Hart's experience and education has all conspired to bring forward and emphasize in him a trait of character which has served him well in many great legal conflicts. It has

been remarked that he is always cool in danger and coolest where the danger is greatest. His large study of constitutional and international law in the Blythe case, and the masterly handling of the broad and many new issues of that contest point to him as a man well qualified to fill any position, either as an attorney or judge, to which he may aspire. He has recently been elected to fill the position of Attorney-General of the State.



SAMUEL HASLETT.

SAMUEL HASLETT.

THE business of the warehouseman has been associated with that of the merchant from time immemorial—the very name calls up recollections associated with the golden age of commerce, the spices and perfumes of “Araby the Blessed,” “The wealth of Ormuz and of Ind.” The business of a great seaport like that of San Francisco necessarily demands great and extensive warehouse accommodations, the need for which is constantly increasing. This city, the great emporium of the West, in 1889 enjoyed a foreign import trade valued at a sum exceeding \$51,000,000, not to speak of its foreign export values, or those with the Atlantic States and cities. All this emphasizes the great and growing importance of the warehouse business. Vast interests have sprung up in connection with it—to handle which properly require great and abundant capital. The most prominent of the firms engaged in it is that of Haslett & Bailey, who lease most of the large warehouses in the city. A brief sketch of the personnel of one engaged in such an important enterprise cannot fail to be interesting. Samuel Haslett, the senior partner and manager, is a native of Belfast, Ireland, where he was born in 1841. He there received a solid business education in one of the leading commercial and manufacturing cities not only of Ireland but of Europe; for the ships and products and wealth of Belfast, “the Athens of the North,” have long been renowned in all civilized lands. Several of our leading merchants were born and received their training there, and for business energy, acuteness and consequent success they cannot be surpassed.

Mr. Haslett came to San Francisco in 1875, remaining here but a short time. The Territory, now the State, of Washington was then beginning to offer unusual opportunities to men of enterprise and intelligence, and Mr. Haslett soon found his way there, and engaged in the lumber business in which he remained for nearly a year. Considering that San Francisco offered better opportunities for the education of his family he returned hither in 1877. Here he became interested in warehousing at the old Humboldt Warehouse, previously known as the Rincon Point. At this time he was in partnership with J. W. Cox, the style of the firm being J. W. Cox & Co. In 1882 Mr. Cox retired from the business on account of failing health, Mr. C. H. Bailey taking his place, and the present well known firm was organized. Since which time the untiring energy, ability and integrity of the partners have fostered and developed the business.

As Mr. Haslett found his business increasing he enlarged his facilities for transacting it and his warehouses now extend in an unbroken chain all along the water front, from the seawall on the north to the railroad freight yards on the south, thus bringing ship and rail together as nearly as can be done in the present condition of the water front.

The warehouses operated by this firm have a storage capacity of over 150,000 tons, and are suited for handling and storing merchandise and wares of every description, either bonded or free: grain, flour, fruit, canned goods, coffee, teas, spices, sugar, silks, cottons, dry goods, glass, crockery, tobaccos, liquors, cement, tin, iron, machinery, etc., while in the

yards attached to some of them, millions of feet of lumber and quantities of coal and coke are stored.

They are well built and fully equipped with proper appliances for carrying on business in every detail and in accordance with the regulations of the fire department. All the bonded warehouses are under control of the United States Government which keeps store-keepers of its own in charge all the time, but at the expense of the proprietors, who are under heavy bonds to the Government for the keeping of the goods placed in their charge. All the different warehouses are connected by telephone and so perfect is the system and attention to detail that a single package of merchandise can be traced to its location as rapidly as a consignment of 10,000 packages. Mr. Haslett has so adapted the system of bookkeeping in all the different houses that in the case of the absence of any of the clerks or bookkeepers one of the others can step in and carry on the business without any hitch or delay.

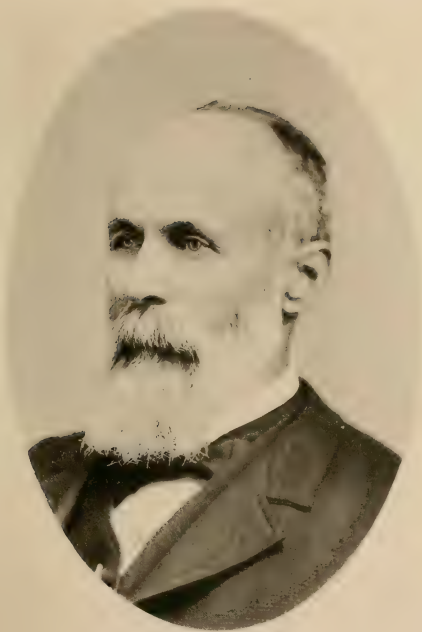
By thus having the warehouses located at different suitable points, convenient to the shipping of the port, and yet under the same management, the cost of moving the goods to warehouse and handling them there has been reduced to a minimum—a fact duly appreciated by the importers and the commercial public generally.

When Mr. Haslett first engaged in warehousing here the business was not popular; and the mercantile community did not always repose confidence in those carrying it on. Losses were occasionally met with by owners of goods, disputes as to shortage, etc., were not uncommon, and in some instances the defalcation of employees created a deal of scandal in the commercial community. By strict attention to business, the careful selection of his employees, and, above all, fair and liberal dealing with his customers, Mr. Haslett has changed all this.

There never have been any losses sustained by the owners of goods stored in his warehouses; there are few disputes and those are readily adjusted, and it may be truthfully said that the firm never loses a customer worth retaining. To accomplish these reforms and at the same time extend the scope of his business so materially has called for the exercise of a degree of administrative ability that is extremely rare. That Mr. Haslett possesses this no one who has been brought into business relations with him can doubt. In addition to his partner Mr. Haslett has been much aided by his four sons, all of whom have been thoroughly trained in every branch of warehousing, the two younger are still with the firm, while the two elder are the managing partners of the respective firms of Bode & Haslett and Haslett & Swayne, in the same business, and working harmoniously with the parent firm. He has besides a large staff consisting of clerks and a sufficient force of trained warehousemen.

Mr. Haslett has never held any public office and has never taken any further interest in political matters than is demanded by society of every good citizen. He is a resident of Alameda. His home life is a very happy one and few men enjoy the pleasures of the family circle more keenly than he.

He was married in 1862 and has six children all arrived at adult age. His four sons are, as already noted, associated with him in the conduct of the business and have proved most important factors in its success. Mr. Haslett is a tall, pleasant looking gentleman in the prime of life, of quiet, unassuming manners as becomes a thorough business man. All his ventures in San Francisco have hitherto been crowned with success and we predict for him a long and successful business career equally beneficial to his own private fortune and the interests of the city of his adoption.



JAMES M. HAVEN.

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THE legal profession is justly esteemed as occupying a place in the highest rank of those men who render possible in our modern civilization the reign of law. This profession has always stood with the noblest in every land, and it is no wonder that in this free land its ranks should be thronged by our most ambitious youth. Nearly all the men who have won their way to fame in the world of politics and in the conduct of public affairs have had their training in the practice and study of the law. But not all those who adorn a noble profession are found in official position. Many of those best versed in its practice and some of its worthiest professors have been content to spend their lives in its ranks, and this gives the public the benefit of their ripe experience and extensive study and research. Among these James M. Haven has long occupied a worthy position. Mr. Haven's family belonged to the early New England pilgrim stock, and Mr. Haven has inherited the traditional love of freedom in Church and State characteristic of this sturdy race in general, and of his forefathers in particular. He is a native of the Empire State, where soon after the conquest of the Dutch settlements, a sturdy stream of New England colonists migrated, and helped to render possible the lead which that State has always taken. Early in this century Mr. Haven's grandfather participated in the New England exodus and settled with his family in Central New York, then an unsettled and uncultivated forest. His family moved to Illinois in 1835, and there Mr. Haven was educated. The news of the gold

discoveries in California in 1848 stirred up the enthusiasm of all the Western youth, and Mr. Haven was not long in following the Argonauts. Taking the route via the Isthmus, he reached San Francisco March 26, 1850. He has, consequently, been a worker in the ranks of our California builders more than forty years. Mr. Haven at once went to the mines in Butte County, on the north fork of the Yuba River, and mined for several years with varying success.

He was admitted to the practice of the law and followed his profession in Sierra County, Cal., for several years, removing from there to San Francisco.

In his early manhood he was identified politically with the free soil movement, and during the Civil War was active in the maintenance of the Union Party. He held offices of responsibility under the general Government being at different times Collector of Internal Revenue and Deputy Provost Marshal. During the war he was Secretary of the Union Party organization in Sierra County. After the close of the war he held the offices of District Attorney and Superintendent of Schools of Sierra County, showing his popularity there.

He came to San Francisco early in 1868, and has since devoted himself exclusively to the practice of law. For over twenty-one years he was associated with Giles H. Gray in the well-known firm of Gray & Haven of this city. On the first of August, 1889, Mr. Gray withdrew finally from the practice of the law, and the firm of Haven & Haven is now the successor of that long-established firm.

Mr. Haven is an earnest member of a Congregational Church, and Treasurer of the Pacific Theological Seminary in Oakland. He is an indefatigable worker in any cause that he deems for the benefit of his fellow-men. He is at home in every department of the law, but devotes his time principally to civil practice. His clientage has been steadily growing and extending for years. In argument he is close, clear and logi-

cal. He does nothing for show or theatrical effect, and may be regarded as a safe and able legal adviser. He is deservedly respected in legal circles and out of them. His character is honest and unimpeachable, and he is one of those who add dignity and honor to the noble profession of the law. The firm of which he is a member can boast of an honorable career, and has built up an extensive practice.



MARCUS G. HAWLEY.

MARCUS C. HAWLEY.

MARCUS C. HAWLEY, the head of the great hardware and implement house of Hawley Bros. Hardware Company, was born in Bridgeport, Conn., January 9, 1834, being now therefore in his fifty-fifth year. Connecticut has long had the reputation of being the birthplace of some of the best business men in America, and, indeed, if we are to take any note of popular sayings, it is to the superior tact and business intelligence of the natives of the Nutmeg State that New England's reputation for acuteness and the faculty of making good business bargains is mainly due. The success of so many of her sons in the various walks of business life is further proof, if proof were wanting of this. Mr. Hawley was educated in good private schools in Bridgeport. When barely sixteen years of age his father, who was a hardware merchant in the city, deeming that the best further education that a business man's son could receive was in the store and counting rooms, took young Marcus under his own care, and here he received a thorough business education. He must have had an especial adaptability to commercial pursuits for he started out at that early age to make regular daily trips between Bridgeport and New York, and during the long period of forty years' hard service he has traveled more than three million miles over one railroad—the New York and New Haven. He is, as he may well be, the senior commuter of that road, having lived to see every official in service at the time of his first trip either retired or sleeping the sleep that knows no waking. While continuing to reside in Connecticut Mr. Hawley's place

of business since 1849 has been in New York City. The business in which he is senior partner has had an existence on this coast since 1849. In that year the old firm, which boasts an existence dating back to 1826, commenced shipping hardware and agricultural implements to San Francisco in the Fall, consigning them to David N. Hawley, one of the early pioneers. Afterward they shipped to the firm of Hawley, Sterling & Co., until in 1856 the style and title was changed to that of Hawley & Co., then located on the corner of California and Battery Streets. Mr. Hawley has been a leading member of the firm all the time, having made his first trip to this coast in its interest as early as 1852. Since then he has made a trip about every year. His first trip was made as a matter of course via the Isthmus, but since the overland road has been pushed through he has always traveled by rail. In 1868 the firm was changed to that of Marcus C. Hawley & Co., and was composed of three brothers—M. C. Hawley, W. N. Hawley and George T. Hawley, the two last mentioned gentlemen being residents of San Francisco since early in the fifties. For fifteen years the firm continued under the style and title noted, when it was incorporated as Hawley Bros. Hardware Company, with a paid up capital of eight hundred thousand dollars. Located on the corner of Market and Beale streets in this city it has a branch in Los Angeles under the firm name of Hawley, King & Co., with business connection with firms in Santa Barbara and San Diego. The house takes its origin from the widely known house of

Thomas Hawley & Co., which was established in Bridgeport, Conn., just sixty-three years ago. It is still in existence, and was founded by Thomas Hawley, the father of the various members of the Hawley family in San Francisco. There has never been a single change in the personality of the house during all these long years, the brothers having been associated from the start. Having always been a successful man there has been but little room in Mr. Hawley's career for any unusual or exciting episodes. He has simply gone on from year to year improving his business, extending its connections, and has laid abroad an enduring foundation for increased success in the coming year. He was married in 1856 to the daughter of Dr. C. H. Booth, of Newtown, Conn.,

who is still living. He has had many requests made to him to accept public positions of trust but has always declined, and though he is a strong Republican and has been in active service in the last campaign both in New York and Connecticut, has steadily refused all offers of office. He is largely identified with various railroad and steamship interests on this coast, among the number are the Oregon Improvement Company, Oregon Railway and Navigation Company, Oregon Short Line Company, Northern Pacific Railroad, together with Union Pacific and Atchison, Topeka & Santa Fe Railroads. Though having passed the half century mile-stone, he is yet both physically and mentally a young man, and has still a long and useful business career before him.



GOL. GREED HAYMOND.

CREED HAYMOND.

CONSIDERED as an orator, a legislator, a politician, or a lawyer, there are few men in California to-day who are the peers of Creed Haymond. It is seldom that we meet with a character which combines in an equal degree his qualities of brilliancy, industry and tenacity of purpose.

Creed Haymond is a Virginian by birth, having been born in Beverly, Randolph County (now in West Virginia), fifty-four years ago. When he was a child his parents removed to Fairmount, where he resided until he came to California in 1852. His father, Hon. W. C. Haymond, was a distinguished lawyer, and it was from him the son inherited that legal talent which afterward shaped his own career. Between the father and son there existed a remarkable affection; from the latter's earliest years the two were almost inseparable. As the boy grew his father made a companion of him and when, in the course of his practice, he rode the circuit, he took Creed along, the latter riding on the saddle in front. Thrown as he was in the society of his father, and surrounded a good part of the time by other lawyers, listening to their arguments in the court-room, he gradually absorbed the germs of that legal knowledge and erudition which, many years later, on the shores of the distant Pacific, were to fructify and bring forth abundant fruit.

When Creed was 17 his ardent imagination became inflamed by the stories he heard of the wonders of California, and he longed to visit the El Dorado. The course pursued by him was characteristic. Having obtained his father's permission to

undertake the journey, he induced five of his associates to accompany him, the eldest not being 20 years of age. They left the little town of Fairmount on the 29th of March, 1852, and arrived at Rabbit Creek Diggings (now Lyfporte), about 75 miles north of Marysville, on the 26th of August following. The little party met with many adventures on the way, but reached their destination in safety, though one of the number, James D. Lamb, died a couple of months later.

Haymond brought some ready money with him, and he was soon engaged in business on his own account. He became interested in mining, packing and merchandising in the northern part of Sierra County. He also carried Wells, Fargo & Co.'s mail and express matter for a year and a half.

It was at this time that he was sketched by Thomas B. Merry in his story "Sandy's Vindication," under the name of Creath Harthana, as the mail rider and conductor of the saddle train, "who would fight at the drop of a hat, so that no one ever dared to stop the train or rob the express while he was in charge."

In 1859, he began the study and practice of the law with Hon. James A. Johnson, afterward Lieutenant-Governor, and Alexander W. Biddwin, later appointed U. S. District Judge of Nevada. In his new vocation the effect of his early associations, combined with his inherited taste for the legal profession, served to advance him rapidly and he soon achieved a reputation at the Bar of which any lawyer might be proud. His first successes were gained in criminal cases. One of

the first and most interesting of these was the defense of an Irishman who had killed an Englishman in a quarrel which arose over the Heenan-Sayers prize fight. In this case the Court summoned Leland Stanford who had been Justice of the Peace at Forest Hill, and in whose Court Reagan had been a constable. The last important criminal case in which Colonel Haymond was engaged was the defense of the men charged with the murder of T. Wallace More, a wealthy land owner of Ventura County, in 1877. Seven men were indicted for the offence, but only one, Sprague, was convicted, and he was sentenced to life imprisonment, but was released by executive pardon a few years since.

The catalogue of leading civil cases with which Colonel Haymond has been associated is a long one, and comprise some of the most important litigation in the history of jurisprudence in this State.

Perhaps the work with which his name will ever be most prominently identified is the preparation of the Code of California. He was Chairman of the Commission appointed for the purpose, and with his associates prepared the first complete code of laws ever adopted by any State in the Union. It is no disparagement to his associates to say that to Colonel Haymond is due the credit of having performed the major portion of this great work. In particular, every line of the election law was prepared by him.

Although Colonel Haymond has been in no sense an office-seeker, he has occupied several public positions of honor and trust. He was appointed Tide Land Commissioner by Governor Haight, but did not serve, and he represented the Sacramento District in the State Senate for two terms. In this body he at once took rank among the leaders, both as a worker and a debator. He declined a re-election at the close of his sec-

ond term. While in the Senate he proposed the appointment of a special committee to investigate and prepare a report regarding the evils of Chinese immigration and its effects upon the industries of the State. The report was an exhaustive one, and did more to educate the minds of the people in the East and to enlighten national legislation on the subject than anything before attempted. The subsequent anti-Chinese legislation by Congress may be directly attributed to it. He was an earnest opponent of the New Constitution, foreseeing and predicting the difficulties over tax questions which have followed its adoption.

Colonel Haymond was sent by the Republicans of California to the National Convention which nominated Garfield, in 1880, and also to that of 1888, when Harrison was selected as the party's standard bearer. On both occasions he attracted wide attention for his eloquence of speech and skill in debate.

His first professional connection with the Central Pacific Railroad Company was in 1881, when, at the request of Governor Stanford, its President, he took charge of the cases brought to compel the payment of taxes upon stock certificates after the Assessor had laid an impost upon the property represented by them. He argued the matter before the Supreme Court and obtained a decision in his favor. The same year he was tendered the position of Associate Solicitor of the Railroad Company, and upon the death of Judge Sanderson was promoted to the position of General Solicitor. In his capacity as chief legal adviser of this great corporation, Colonel Haymond has had entire control of all the important litigation which has arisen over the question of State taxation of railroad property. The wonderful success that has attended his efforts in the Supreme Court of the State, the Federal Circuit Court,

and finally the tribunal of last resort, is sufficient evidence of his rare legal talent. To the student of constitutional law, a perusal of Col. Haymond's arguments in these cases will prove a liberal education.

Colonel Haymond for a long time commanded the First Artillery Regiment National Guard of California. In 1860 he was Captain of the Sierra Grays, and was engaged in active campaign against the Indians of Nevada, after the Pyramid Lake massacre. Two severe engagements took place, in one of which he was slightly wounded.

When Governor Stanford decided to rear to the memory of his son that noble monument, the Leland Stanford Jr. University, Colonel Haymond was one of the first upon whom he called for advice and assistance. The latter not only acted as his legal counsel, but as his sincere

friend. His sympathetic mind has become thoroughly imbued with the grandeur of the Governor's undertaking, and he takes a lively interest in its development. He has purchased a farm near the University, where he expects to make his future home, and as he recently said, "I shall be willing and most desirous to contribute all that I have left in me to its interests."

Colonel Haymond married in 1872 Miss Alice Crawford, an accomplished and beautiful young lady, a native of Auburn, Placer County. They journeyed along life's pathway in happiness until four years ago when she was called away, leaving him childless.

Personally Creed Haymond is one of those noblest of men. Thoroughly unselfish, kind and considerate of the feelings of others, his friends are knit to him with bands of steel.



E. P. HEALD.

E. P. HEALD.

WHILE we justly claim pre-eminence in the commercial world for the rapid advancement of our trade and industry during the past forty years, we have not been behindhand in educational matters, and San Francisco's schools, both public and private, contribute not a little to the pride and glory of her progress. They have developed a class of educators second to none in their attainments and their acquirements in the art of teaching—an art esteemed from all times as one of the most glorious; as by it the mind of the nation is formed and the proper direction given to its future course. Not one of the least distinguished amongst the educators of our State is Edward Payson Heald, who has, for so many years, been at the head of Heald's Business College.

Mr. Heald was born in Oxford County, Maine, in 1843, where his father conducted the business of a merchant, also owning several extensive farms in that vicinity. These early associations have naturally given Mr. Heald a love for the country and for agricultural pursuits. Although a resident of San Francisco for twenty-seven years, he has, almost from the first, held extensive interests in the country and managed several large farms, giving employment to many people.

Mr. Heald comes of thorough American ancestry, extending back in an unbroken line of American residence two hundred and sixty years. His ancestors, both on the father's and the mother's side, came from England with Governor Winthrop, and were among the first of the Puritans to land at Massachusetts bay. They

settled near Boston in 1630, and the family has resided continuously in New England ever since, where it has become quite numerous and is universally respected. It will thus be seen that the subject of our sketch is of English extraction, but belongs to one of the oldest American families.

After spending some time at the ordinary public schools, where he began the study of Latin and the higher mathematics, Mr. Heald attended Gorham Seminary, near Portland, Maine, where, in addition to his former work, he took up French and Greek. Later he attended the Bridgeton Collegiate Institute for three years, where he continued the studies of mathematics, Latin, Greek, French and English literature. He went thence to the Portland (Maine) Business College, where he also taught for a period. This was in 1862, when only nineteen years of age. He came next year to California, making the journey by way of Panama, and arriving in San Francisco on the steamer "Golden City."

Satisfied that San Francisco should support a business college, he started one immediately on arriving. His first classes were taught in Platt's Hall. The enterprise was new—Mr. Heald was altogether unknown here, and he did not escape the struggles incident to those who endeavor to benefit the world by teaching it, or adventuring beyond the old and well-worn paths, which so many generations have trodden. He first opened in a small way, but after awhile the school grew apace, and the pioneer experiment took root and prospered, until it ranks to-day as one of the leading commercial colleges of the

United States. Its reputation extends far beyond the Pacific Coast, and it is almost as well known to educators in the Atlantic States as in San Francisco. Students now come to it, not only from the interior of the State, but from Oregon, Nevada, Washington, Idaho, Montana, the Hawaiian Islands, Mexico, and even South America, and its graduates are numbered by thousands. These, it may be said, include a large proportion of our leading citizens, and it is not an infrequent occurrence to enroll as students the sons and daughters of men who graduated from the college twenty years or more ago. Its attendance sometimes reaches as high as five hundred pupils, and never falls below three hundred.

Mr. Heald has visited every large city of the United States, and nearly every State in the Union, in search of knowledge regarding business training. He has repeatedly visited the leading commercial schools and institutes of technology in America, for the purpose of studying their systems of instruction. He also spent nearly a year in Europe examining the methods of practical education in vogue there.

Practical education in all its forms has been his constant study for twenty-eight years. It will thus readily be seen why Mr. Heald has become an authority on useful education throughout the United States, and why Heald's Business College ranks as the foremost school for business training on the Pacific Coast.

Outside of the story of the successful establishment of his College there is little to be said in giving the history of Mr. Heald's life. His school has been his inspiration, his hope, his pride. To it he has devoted the ardor of youth and the strength of manhood, and he has never once swerved from the attachment. A quarter of a century ago the underlying principles of the business college were little understood and less appreciated, but now those who labor

in the field take equal rank with other educators, and business colleges are recognized as a most valuable adjunct to our educational system. The change in public opinion has been greatly due to the high standard of efficiency exacted and maintained, and to the moral power exerted by a few of these schools in the large commercial centers, chief among which has been the one founded by the subject of this sketch.

The name of Mr. Heald has been frequently mentioned for political preferment. He has repeatedly been asked to allow his name to go before the conventions as a candidate for office in the Board of Education, in the Board of Supervisors and to the State Legislature, but has invariably refused. While generally performing the duty of an American citizen, in voting for whomsoever he considers the best man for the office, he absolutely has no political ambition, but pursues the even tenor of his way in a quiet and unostentatious manner.

As mentioned before, Mr. Heald has given much attention to agricultural interests, and has great love for stock-raising. He has now two good-sized stock ranches in Napa County, where he has made a specialty of fine roadsters, trotters and carriage horses. He also owns an interest in a large raisin vineyard near Fresno, and in an extensive stock ranch in Tulare County, where a specialty is made of raising fine draft horses. All his enterprises have been in the direction of developing the resources of California, and the interior of the State has been an equal sharer in them with the city.

In form Mr. Heald is tall, as becomes a native of that State which is represented here by so many hardy sons. He is courteous in manner, affable and kindly to all, and of course deeply interested in everything that concerns practical education and the advancement of young people. His valuable labors in the

important field that he has chosen are now thoroughly recognized, for San Francisco, in common with the rest of the world, knows that there is no higher office than the direction of

a good school, which, in the words of Whittier, is

Giving out, year by year,
Recruits to true manhood and womanhood
dear.





S. HERRMANN.

SIGISMUND HERRMANN.

THE German fatherland has given to San Francisco many of her most worthy citizens—men who were identified with its commercial and industrial interests in early days and who still continue to give the benefit of their experience and capital to the development of both. Of such was Sigismund Herrmann, who was born in the proud and ancient county of Mecklenburg, July 12, 1816. He came of a family trained to commerce, and early received a practical commercial education. When a mere lad he went to Manchester, England, and there as a clerk entered one of its great cotton manufacturing establishments.

The story of California's great wealth was not long in reaching Albion's shores, and drew its due proportion of adventurous spirits to join the hosts that hastened hither. Mr. Herrmann, in the first flush of manhood, determined to try his fortunes in California. He came here in the sailing ship "Zealous"—Capt. Wilson. It took 167 days to complete the voyage, and the good ship was riding at anchor in San Francisco Bay on the 24th day of August, 1849. He came out here with Mr. Bell, of Faulkner, Bell & Co., and was for a long time their insurance agent. Mr. Herrmann brought with him an assortment of general merchandise, which was disposed of at a good profit. In the second year of his

arrival he started in the drygoods and general merchandising business, on Sacramento street, opposite the present location. Here he continued until 1870. Besides his business in this city he had also a store in Sacramento. He was engaged in the hop trade, which he had followed successfully since 1870.

Mr. Herrmann was also very fortunate in his real estate transactions, and realized a handsome fortune from a few lots that he purchased in the early days at the corner of Montgomery and Pine streets, where the San Francisco Stock Exchange now stands. He died in this city March 24, 1890.

He was married in this city in 1853 to an amiable lady who has borne him four sons, William, Oscar, James and George Herrmann, one of whom is engaged in banking, another is a rising lawyer, while the remaining two conduct the business founded by their father. Mr. Herrmann was a member of the Board of Trade, and had been since its organization.

He was of gentlemanly manners, and of thorough business probity; a man whose word was as good as his bond, and a man who occupied a high place in the esteem of his brother merchants. As a pioneer and a business man he contributed much to the growth and prosperity of the material interest of the city of his adoption.



HENRY E. HIGHTON.

HENRY E. HIGHTON.

TOILING earnestly at his chosen profession, deaf to all demands for political preferment, one whose only desire seems to be a continued advancement in the rank of his calling—such is the popular view of the subject of our sketch. But it is a most erroneous one. Although there is probably no lawyer in San Francisco more zealous in his professional ardor, there is also none more public-spirited, more watchful of the affairs of the municipality, more alive to any attack upon its interests than he, and wherever these interests have been imperilled in the past, he has put off his professional robe, emerged from the seclusion of his office, and, on the public forum raised his voice to such good purpose that rascals have forsaken their schemes and demagogues have quailed before him. If any man then is entitled to be classed among the foremost builders of our great city it is Henry Edward Highton.

Although comparatively a young man, Mr. Highton is a pioneer, having arrived at Weavertown, three miles from Placerville, then called Hangtown, in September, 1849. He is a native of Liverpool, Eng., where he was born, July 31, 1836. His education was commenced at the school of Rev. J. C. Prince, in that city, and during his stay at the institution he took every prize for classics offered to his class. It was the intention to complete his education at the famous Rugby School, but that was rendered impossible by the migration of his father to the United States, which occurred when Henry was twelve years of age. They first settled in Milwaukee, Wis., where the son was placed

in the office of a leading lawyer, his father having early noticed in the youth a predilection for that profession wherein he has won honor and achieved success.

The study of Blackstone, however, was for the time interrupted by the receipt of the news which came from the shores of the distant Pacific telling of the discovery of gold in California. The adventurous spirit of the boy, in whose temperament existed a strong tinge of romance, such as stirred the knight errantry of old, was aroused. He dreamed of fame, of fortune to be acquired in the new El Dorado. He temporarily flung aside his law books and started on the long and dangerous journey across the plains. He finally reached Weavertown in safety. For seven years, with the exception of a few months spent in Sacramento, he worked in the mines, partaking of all the toils and vicissitudes of a miner's life; yet, never for a moment, losing sight of the leading object of his life—the study of the law. He improved every available moment to store his mind, and although his studies were of necessity desultory in their nature, they were not entirely without system, nor barren of results.

In 1856, Mr. Highton came to San Francisco, resolved to try his fortune here. He arrived without means, his mining experience having been, like that of many others, unsuccessful from a financial point of view. The only acquaintance he had in the young metropolis was Dr. C. C. Knowles, afterward President of the Board of Education, who proved a good friend of the young man, and showed him many acts of kindness.

He served a brief season as a journalist on the old San Francisco *Chronicle*, a newspaper directed by the late Frank Soule, and also on the *Herald*. His desire for acquiring a legal education was still strong within him, however, and he studied faithfully, until finally, on the third day of July, 1860, he passed a highly creditable examination before a committee consisting of those eminent lawyers, General Thomas H. Williams and John B. Felton, and was admitted to practice by the Supreme Court. He commenced his professional career in Sonoma, then just incorporated, and a thriving town. This he did by the advice of Oscar L. Shafter, who had directed his law studies, and was his firm friend. Mr. Highton had frequent opportunities subsequently to address the Supreme Court, when his old preceptor was upon the bench, and the Judge always expressed the warmest admiration for the talent and genius of his pupil. In the fall of 1860 Mr. Highton returned to San Francisco and began law practice here. During the absence of Judge Shafter from this State, in 1861, several important cases were confided by him to Mr. Highton's management, all of which were conducted with consummate ability. In 1862, he formed a law partnership with Judge O. C. Pratt, and the late H. K. W. Clarke, and subsequently with the late Judge Daingerfield and the late J. Douglass Hambleton. These were his only partnerships, except a short one with H. N. Clement. For more than twenty years he has worked almost alone, his practice constantly increasing in volume and importance. He confines himself to no special branch of jurisprudence, but is equally adept in civil and criminal practice, although in the latter he is almost invariably found on the side of the defense. He has repeatedly refused to take part in the prosecution of a capital case, and has made this a rule of his profes-

sional life. Among the most notable of the criminal cases in which Mr. Highton has been engaged might be mentioned the trial of I. M. Kalloch for the killing of Charles de Young, the trial of A. B. Spreckels for the shooting of M. H. de Young, and the trial of J. B. Cox for the killing of Charles McLaughlin. In all of these cases Mr. Highton's clients were acquitted. His criminal practice, however, forms but a small part of his legal business, and however gratifying it may be to the ambition of the lawyer to win such triumphs, his greatest pride is in the success which has followed his efforts in the conduct of important civil causes in the higher courts. In the spring of 1880, he secured, after a very bitter legal struggle, the dismissal of the impeachment proceedings against Mayor Kalloch. Platt & Rich, a Virginia City firm, failed owing San Francisco merchants over \$100,000, who, by reason of non-residence could not attach. They employed Mr. Highton, who went to Virginia City, and, after a legal struggle, in which he was opposed by the ablest members of the Nevada Bar, he succeeded in capturing for his client the entire assets, amounting to \$46,000. Mr. Highton argued all the questions in the Dupont street widening cases in connection with Judge Garber and Thomas B. Bishop, and also participated in the argument of the action to enjoin the collection of the Kearny street widening tax, and to recover the taxes already collected. In the contest between S. F. Hopkins, the brother, and Mary F. Hopkins, the widow, of the late railroad magnate, Mark Hopkins, who left an estate valued at thirty millions of dollars, Mr. Highton was the leading attorney for the petitioner, and succeeded in having the widow removed from the administration of the estate on the ground that she was not competent to manage so vast a trust. Another of his notable trials was

the case of C. E. Huse et al. vs. R. S. Den et al., for the possession of land situated in Santa Barbara County.

These cases, though briefly referred to, give but a slight idea of the many and important legal contests in which Mr. Highton has been engaged during the many years he has been in practice here. These are his professional labors. What has he done in the same time for the public?

In 1860, what was known as the Bulkhead Bill came up for passage in the Legislature. It was defeated by a small vote, but was brought up at the succeeding session and passed both houses. By the terms of the Act the whole waterfront of the city was virtually given away to the French banking firm of Pioche, Bayerque & Co. Public sentiment was thoroughly aroused, and Mr. Highton threw himself heart and soul into the fight. He wrote column after column in the press, couched in that terse, vigorous English he knows so well how to use, pointing out the effect of the passage of the bill, and the gigantic steal which its promoters were undertaking. At a monster mass meeting of citizens, it was Mr. Highton who read the resolutions condemning the bill and it was his voice that made clear the enormity of its provisions. Finding his hands strengthened by this popular outburst, Governor Downey vetoed the measure and this bold attack upon the city's most valuable property was defeated. So highly were the efforts of Mr. Highton in this matter appreciated that he was presented by the citizens with an elegant gold watch. He was urged also to be a candidate for the State Senate, but he put aside the political crown and devoted himself to his profession. He has ever since declined all proffers of political advancement. In the spring of 1878, that arrant demagogue, Denis Kearney, was thrown

from the stage, at Platt's Hall, by John Hayes, for seeking to run a meeting gotten up in the interests of the better class of citizens, denunciatory of Spring Valley. Hayes was arrested for battery, and Mr. Highton defended him. In his argument, he maintained that Kearney was, himself, the aggressor; that in coming to the meeting, and seeking to create a disturbance, he had virtually committed an assault on every order loving, peaceable citizen present. He then directed himself to the agitator, and so realistic was his denunciation of him, that at the close of one of his periods, after writhing and twisting in his chair, he half started to his feet. Hayes was acquitted, and from that day Kearney's power for harm was pass.

Mr. Highton was engaged in the trial of the Blythe case, being attorney for Alice Edith Blythe. Mr. Highton is prominent in the Masonic Fraternity, being a life member of Mount Moriah Lodge No. 44, F. and A. M., California Chapter No. 5 of Royal Arch Masons, and California Commandery No. 1 of Knights Templars. In 1882 he was appointed Grand Orator of the Grand Lodge, and his oration at the laying of the corner stone of the Garfield Monument in the Park, and later his oration before the Grand Lodge, itself, are considered masterpieces. The first effort especially attracted attention all over the country. Mr. Highton is married but has no children. Personally he is one of the most genial of men, and he is especially popular with the younger members of the Bar. He is a warm friend of the public schools, and greatly interested in the cause of education. He is thoroughly American in his ideas, and believes that the greatest happiness and prosperity that man has ever known will fall to his lot within the limits of our great republic.

Mr. Highton's father, Edward Rayner Highton, who died in this city in April, 1889, at the advanced

age of 79 years, was a man of marked ability. In his native land he held many positions of honor and trust. Although not a lawyer he possessed a fine analytical mind, and his counsels to his son and the care he exercised over his early education have had a marked influence upon his

career. "I owe more to my father, to his advice and careful instruction than I can estimate," remarked Mr. Highton to the writer. The elder Highton has had his name associated during his residence here with many subjects of municipal betterment, and he has been an earnest laborer in efforts for the reformation of criminals.



A. FREDERICK HINZ

A. FREDERICK HINZ.

A Frederick Hinz was born March 17, 1843, in Schleswig-Holstein, in the northern part of Germany. His father, John Christian Hinz, was a miller by trade, and owned his own mill, a picture of which now adorns Mr. Hinz's parlor. Young Hinz attended school from the age of 6 to that of 15, as is customary in Germany. He then left his father's house and went as an apprentice in a large flour mill in the neighborhood of Kiel, about forty miles from home. Here he served three years. After serving his time there he went through another apprenticeship of one year as a millwright, in the Kingdom of Saxony, about 400 miles from Kiel. He then went as a journeyman, traveling through Southern Germany, Switzerland and France for two years, for the purpose of studying the different systems of milling, in order to attain a thorough knowledge of his trade.

Then, in connection with his older brother, a civil engineer, he built for his father a steam mill, into which he put all the latest improvements which he had seen used during his travels.

At this time a very large mill located at Neumühlen, near Kiel, was being erected. It was a building nine stories in height, having a capacity of 2600 barrels of flour per day, and operated by water and steam power combined. This was pronounced, at that time, the largest and most expensive mill in the world. At this mill Mr. Hinz worked three years.

In 1866 he had to serve his "Fatherland" in the capacity of a soldier. In the same year he was married. After being discharged from service he went back and worked another year in the old mill. Then, starting

for himself, he bought a mill and farm of his own. Shortly after, in the year 1870, the war between France and Germany broke out, so Mr. Hinz was called on again to serve his Fatherland. He had to leave his mill and farm, and wife and children, and march to France, where, on the 18th day of August, at the battle of Gravelotte, he was wounded three times. This made him unfit for active service.

In the year 1873, after obtaining his passports, he, with wife and three children, left the "old country" and came to America, landing at Castle Garden about April 23d, and proceeded directly to San Francisco, arriving in this city May 5th, where he at first found it very hard to get work at his trade. But after obtaining a start he found no difficulty in securing employment to better his condition. After working at several places he obtained a position with Horace Davis in the Golden Gate Mills, where he remained five years.

In the year 1878 he purchased an interest in the Yolo Mills, associating himself with the firm of Dierck & Roseberry. They continued in partnership for a few years, when the firm changed to Hinz & Plagemann, Mr. Hinz becoming the senior partner.

Mr. Hinz is strong, well knit and well developed, a sturdy, broad shouldered representative of the German Fatherland, and a good citizen of his adopted country. He is impulsive in temperament, but warm hearted and a good friend, as impulsive characters always are. In the prime of life, active and enterprising, he has yet a long life of usefulness before him.





HENRY T. HOLMES.



H. T. HOLMES.

THE whole world owes a deep debt of gratitude to the pioneers of California. Not only have they laid the broad foundations of what will be one of the largest, most populous, and most successful commonwealths on the face of the globe, but the results of the discoveries of the precious metals effected by them has changed forever the history of all civilized nations.

Of these pioneers, Henry Thomas Holmes was one. He was born in Lansingburg, Renssalaer county, New York, February 28, 1829. His father was Gershom F. Holmes, and his mother, still alive at the age of 89, was of Knickerbocker ancestry. He went to the village school till he was fourteen, when he obtained employment as clerk in a store, and thus was fairly launched on the world's troublous sea, to do and dare, as he has done, for the past forty-six years.

He left for California by the Cape Horn route in January, 1849, on the good ship Tahmaroo. One of his *compagnons de voyage* was Hiram R. Hawkins, afterwards well known in the journalistic world of this and its sister State, Nevada. San Francisco was reached on July 1st. Young Holmes did not tarry in the embryo city, but at once started up the Sacramento on a schooner, paying \$16 for his passage. From Sacramento, he and others reached the North Fork of the American via ox team. Editor Hawkins and others here mined till the fall of '49, taking a winter trip to the Hawaiian Islands.

They returned to the mines and opened a store near Missouri Bar.

They then started the Long Valley House near Auburn. The county of Placer being constituted, an election was held in which Mr. Holmes and Mr. Hawkins took very prominent parts. It was Auburn against the rest of the county. Mr. Holmes and his friend called a miners' convention, which nominated an opposition ticket. In the election which followed, this ticket won, but fraudulent votes put in by the Auburnites gave the color of title to the offices to its candidates. Litigation followed, but the matter was finally compromised. Samuel Aston, elected Sheriff on the miners' ticket, appointed Mr. Holmes as deputy. He held this office till his return to visit his friends in New York. Going back to California in 1852, he declined the same position, but took charge of the post-office in connection with John R. Gwynn. A small store was carried on at the same time, from which each of the partners made over two hundred dollars per month. Mr. Holmes invested his share in lands and lots in the town, and made improvements on them. He afterwards became associated with Mr. Gwynn in his large general store and married his partner's daughter, Laura Virginia. His father-in-law then sold out the business to him. In this business he was afterwards assisted by his brother. To this brother, in 1857, he gave one-half interest in the store.

While in the post-office he started the "Alta California Telegraph Company," and built the first telegraph line in California. Mr. Holmes, Mr. I. E. Strong, a telegraph operator and builder, and a number of the citizens

of Auburn effected the organization. Mr. Gwynn was President, Mr. Holmes Secretary, and Mr. Strong, Manager and Superintendent. The line was built to Grass Valley and Nevada by Mr. Holmes and Mr. Gwynn, and a good deal of money was made out of it. It was extended to Sacramento via Coloma. Wm. Gwynn built the line. Another from San Francisco to Sacramento succeeded—all of which afterwards came into the possession of the Western Union.

Auburn being built entirely of wood, the idea occurred to Mr. Holmes to start a brick yard between Auburn and Millertown. The yard was just well under way when a fire came that totally destroyed Auburn. There was no such thing as insurance in the country then, and Mr. Holmes lost severely, but his brick yard made up for the loss. He drew the plans and specifications for the Auburn county jail, and built it in connection with a firm of contractors. He afterwards put up several other buildings in the same town. He now became connected with the lime business, in which he has ever since remained. He started the Auburn lime kiln, supplying the needs of a large section of the country. The demand for lime at Sacramento became so large that he concluded to go there and attend to matters himself; this was in 1857. He established the business on Sixth, between I and J streets. He erected the brick warehouse on the same street, afterwards sold to the Masonic order. He also built the Masonic Hall. While in the capital he was elected one of the supervisors for the city and county, and so remained till the separation of both by act of the legislature. He was one of the first Board of Levee Commissioners who made an assessment and built the levee. The city has ever since been free from floods. He never ceased until he had all the streets and the grade raised to the level of the levee, and in the face of a good deal of opposition. After the separation of the city and county

he was unanimously elected one of the new trustees, both parties concurring. Mr. Holmes enjoyed the whole of the lime business of the capital, but his views expanding, he concluded to establish his headquarters in San Francisco. He and Mr. Gwynn, then established at Marysville, now joined forces, and thus the firm of H. T. Holmes & Co. was founded. Mr. Holmes was to manage the business in San Francisco, and Mr. Gwynn at Sacramento.

In May, 1865, Mr. Holmes came to this city, and with Mr. Henry Webb formed the partnership of Webb & Holmes. Mr. Holmes did not take to exceed a thousand dollars to establish the business here. After about a year he bought out Mr. Webb—Mr. Gwynn becoming interested in the whole business. For nineteen years, or until 1877, it was carried on with great success, when Mr. Holmes and his wife, being in poor health, they concluded to dispose of it and take a trip to Europe. In April, 1881, the partnership between Mr. Holmes and Mr. Gwynn was dissolved, Mr. Holmes conceiving the idea of forming a stock company in 1880. This he did, the company being incorporated as the H. T. Holmes Lime Company, with a capital stock of \$50,000. After an eight years' experience this company has been most successful. Its works are located in Santa Cruz and El Dorado counties, the production being about 80,000 barrels annually in the former and 20,000 barrels annually in the latter. In April, 1887, Mr. Holmes organized the Summit Lime Company in Tehachapi, Kern county. In six months about 18,000 barrels of lime were burnt. The kilns have now a capacity of 6,000 barrels a month.

We have said comparatively little of the growth of the lime business, but it has been truly wonderful, especially when we consider the almost innumerable obstacles that had to be encountered early in its history. Roads had to be built,

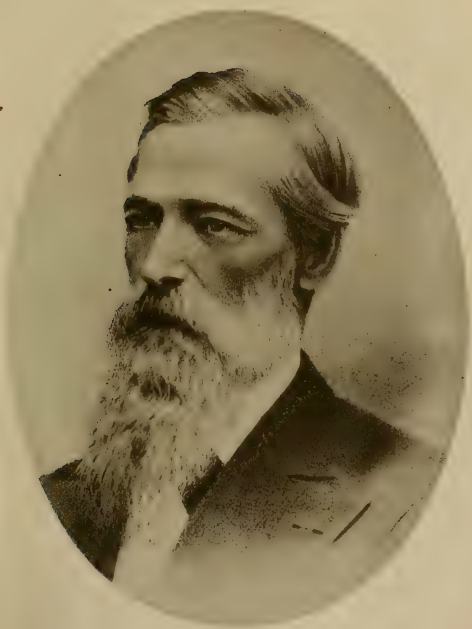
fuel had to be found, and expensive teaming figured not a little in the original outlay. The difficulties were such that not more than one in a thousand could have successfully overcome them. The capacity of the works now controlled by Mr. Holmes is 100,000 barrels annually.

He was one of the early subscribers to the stock of the Central Pacific on its first organization, and was always particularly interested in its successful progress. The difficulties to be overcome were great, and Mr. Holmes gives some interesting facts imparted to him by Mr. Huntington soon after success had begun to dawn on them. The re-

cital of the almost impossible feat of obtaining money in the early days ; of Oliver Ames, the great New England manufacturer coming to their aid in giving them credit, etc., make up, as far as we know, a hitherto untold chapter in California's history.

Mr. Holmes is a kindly, genial gentleman, who has done more than his share in developing various important interests in this State. His work in connection with the great levee of the Sacramento will never be forgotten. His career shows that the Empire State has some reason to be proud of the achievements of her sons in the development of this western world.





MARK HOPKINS.

MARK HOPKINS.

AS one of the builders of one of the greatest engineering works of modern times, the first trans-continental railroad, the name of Mark Hopkins will remain in everlasting remembrance, and but for the sanction that his accurate and critical judgment gave to the project as a business one, it would not have been ventured on when it was and might have been left for men of enterprise to undertake at this late day. His history has a claim not only on the attention of Californians and people of the present day, but also on that of all citizens of this great country, and upon that of succeeding generations to the end of time, for it was one of the mightiest works conceived by the intellect of man and carried to a successful conclusion by his labors.

He was descended of a long line of noteworthy ancestors, who made their industry felt in the history of New England. His lineage was English and Puritan; his ancestry were attached to the cause of the Lord High Protector. The founder of the American family, John Hopkins, was a native of Coventry, England. He came to America in 1634, and was made a Freeman of Cambridge, Mass. One of his descendants was Dr. Samuel Hopkins, the eminent divine.

Mark Hopkins was born at Henderson, N. Y., September 1, 1813. His mother belonged to the Kellogg family, a distinguished one in the history of New England. Mr. Hopkins was educated in the public schools at Henderson, and later in those of Michigan, where, on the St. Clair River, his father had moved in 1825. Three years later, when only

15 years old, his father died, and young Hopkins, at this early age, was obliged to begin the battle of life. He became junior clerk with Haywood & Rawson, Reynolds Basin, Niagara County, New York. In two years' time the firm dissolved, but Mr. Rawson took Mark with him, and removing to Lockport, N. Y., carried on the same business. Not more than a few years elapsed when Mr. Hopkins went into business himself, forming a partnership under the firm name of Hopkins & Hughes. After a fairly successful career of two years the firm dissolved, and Mr. Hopkins commenced the study of law at the office of his brother Henry, in the same city. His legal studies occupied the period from 1837 to 1839. They were close and conscientious, and his brother made him undergo a severe and exact training, to which is attributed much of his subsequent success in life. While in Lockport he became interested in military affairs, and was a Major and Brigade Inspector in the State Militia.

Becoming acquainted with the inventor of an improved plow, he traveled for two years through New York and Ohio engaged in its sale. At the end of this time, having made a considerable sum of money, he went to New York and became clerk in the house of James Rowland & Co. Here his services were deemed so valuable that Mr. Rowland, who had purchased the interest of his partner, placed the entire control of the business in Mr. Hopkins' hands. At this time the news of the discovery of gold in California reached the Empire City, and set the minds of all her young and enterprising men ablaze with excitement and eagerness

to seek their fortune in the golden lands. With enthusiasm duly tempered by his cool, critical judgment, Mr. Hopkins determined that henceforth he would cast in his fortunes with those of the brave band of Argonauts who sought Pacific shores in quest of adventure and gold. At this time he was 35 years old, physically perfect, with an unimpaired constitution, while there was no mental or physical labor from which he would shrink. The prospect of toil or hardship had therefore for him no concern. The finger of Fortune beckoned him on. Closing his business relations with Mr. Rowland, he took passage for San Francisco on the "Pacific," via Cape Horn, January 22, 1849. After a voyage of nearly four months, and an eventful one at that, the vessel arrived safely at San Francisco. On the way, the captain, who abused the crew and imposed on the passengers, came near causing a mutiny. This was prevented by the judicious counsel of Mr. Hopkins, by whose advice a committee was appointed to wait on the American Consul at Rio de Janeiro, where Captain Tibbitts was removed.

The date of arrival in San Francisco was October 5, 1849. With five fellow passengers Mr. Hopkins purchased a boat, loaded it with supplies, and started up the Sacramento in search of mines at its headwaters. At Cottonwood Creek, receiving unfavorable news, they returned toward Sacramento. On the trip back they suffered much from hunger. Arriving at the capital city, Mr. Hopkins purchased oxen and a wagon, filled it with supplies and started for Placerville. He sold his merchandise there and in the neighboring villages. In the Spring of the year following he went into partnership with E. H. Miller, Jr., a fellow passenger. They were very successful, doing a large wholesale business, made investments in real estate and erected many buildings. In the great fire in November, 1852, all their property was destroy-

ed. Being out of debt, they were enabled to build another store and purchase a new stock of merchandise.

In 1854 Mr. Hopkins sold out to Mr. Miller, and returning to New York was married to Miss Mary Frances Sherwood, an estimable and cultivated lady. Next year he went into partnership with C. P. Huntington at 54 K street, Sacramento. They carried on the iron and hardware business, and as they worked entirely on a cash basis, they soon became wealthy, doing a more extensive trade at that time in their line than any other house in California.

While Mr. Hopkins never held or aspired to any public office, he took a deep interest in everything relating to public affairs, and during one particular year consented to be made a city counselor. Here he did much to inaugurate reform and reduce public expenses. He had been long and earnestly a freesoiler and was one of the founders of the Republican party in California. At this early date the party was small in numbers, so that the leaders found ample room for their deliberations, at the headquarters of the firm. Here was supplied the first money to start and support the first Republican paper in California. Congeniality of temperament and a concurrence of public views brought together at this place a notable company, many of whom afterwards became eminently conspicuous in the history of their adopted State and influential in the councils of the nation. Amongst them were Leland Stanford, Charles Crocker, C. P. Huntington and Mark Hopkins—the four whose names will ever be connected with the story of railroading in California. At this time, the project of a trans-continental railroad was one familiar to the public mind, but as yet in a speculative manner only. The gentlemen mentioned frequently discussed it. The projector in California, Theodore D. Judah,

having made a survey, appealed to the wealthy men of San Francisco and Sacramento for assistance, but they turned a deaf ear to his representations. He was subsequently introduced to the four friends, and after a memorable discussion, which lasted till midnight, the building of a great road that should unite the Atlantic and the Pacific was resolved upon, but this was not done till after the project was submitted to the judgment of Mr. Hopkins, and he had satisfied himself that as a business enterprise it would probably be successful. But difficult times were in store for the railroad builders. The project was ridiculed and opposed by all whom weight, influence or wealth rendered prominent in the community. It became known as the "Dutch Flat Swindle." Neither San Francisco nor Sacramento would give aid in connection with the undertaking. Seven men ventured their fortunes and their capital in its success or failure. Of these, however, there were soon left only four, whose names in this connection became historic. Mr. Hopkins is one.

The building of this road is a part of the history of the time. Mr. Hopkins' share consisted largely in the purchase of material and in the financial management of the railroad affairs on this side of the continent. He did his full share of the work in building, sustaining and extending the vast system of roads on the Pacific. The result, personally to him

as to his associates, was the foundation of a vast fortune.

But the strain of the work at length told upon him. During the latter years of his life he suffered much from sciatica and frequent attacks of rheumatism. These became worse, and he was advised to seek a warmer climate. With this object in view, he left for Fort Yuma on the 28th of March, 1878. A crisis occurred, and he passed away forever. All of him that was mortal lies entombed in a costly mausoleum at Sacramento, a tribute of love and affection from his beloved wife. It is massively and solidly constructed of finely polished red and black granite, and will long be a monument to one of California's most noted men.

Mr. Hopkins left no children, but an adopted son, Timothy Hopkins, who resides in this city. His brother, Moses Hopkins, has been left the management of a great portion of his vast estate, and he has performed his duties wisely and well. Mr. Hopkins was moral and upright, a good citizen, a warm friend, a devoted husband and an honest man. He was genial and sympathetic, quick to discern the solution of a problem and to resolve on the proper course to be adopted in an emergency. His wise and judicious counsels and his sober judgment were indispensable to success in the building of a great trans-continental road. His name will ever hold an honored place in the story of California.



A. P. HOTALING.

ANSON PARSONS HOTALING.

CONSPICUOUS among those who led the advance of American civilization into California, and who have subsequently aided in building up to its present noble proportions the yet young city of San Francisco, we find the name of Anson Parsons Hotaling. He claims the State of New York for his birthplace. His ancestors came to America from Holland shortly after the discovery of Manhattan Island by the famous navigator, Hendrik Hudson, who gave his name to the majestic river, on the banks of which, at New Baltimore, Greene county, the subject of this sketch first saw the light in the year 1827. Mr. Hotaling is, therefore, of the old Knickerbocker stock on the paternal side, while, from the maternal, English blood also flows in his veins—a very good composition for a typical American. Several years ago he erected over the burial-place of his parents, on the farm where he was born, a stately mausoleum, over which guardianship is kept by a specially appointed guardian. It stands sacred to the memory of those whom he loved and respected while they were in life, and who are always remembered with feelings of tender regret.

Like all of the race, whose special mission seems to be that of peopling new countries and spreading civilization, commerce and the arts of peace, Mr. Hotaling engaged in the battle of life at an early age, and undertook various enterprises with more or less success, grasping the phantom Fortune with what seemed a firm hand, only to find that it eluded him, notwithstanding all his youthful energy and apparently careful calculations.

His earlier experiences were, how-

ever, valuable, inasmuch as they formed the lessons which have enabled him, in maturer years and with calmer judgment, to realize in the most substantial manner those dreams of financial greatness which inspired his efforts at the outset of life's career. He was building better than he knew.

Whether on the farm or in the country store, occupations in which some portions of his boyhood and earlier manhood were spent, he was being equipped with a practical knowledge of life and its duties, which has been of so much service to him in his present sphere of action. He has thereby been enabled to avoid the shoals and quicksands of a California commercial career, where many not so well trained at the outset and with less early experience, have made shipwreck of life and fortune.

At about the age of 25 Mr. Hotaling concluded he would try his fortune in the New El Dorado, to which the eyes of the whole world were then turned, and the fame of which was on every tongue. He sailed for the Pacific Coast from New York in the ship "Racehound," in the year 1852, and, en route, as was the case with all vessels making the long and tedious trip around the Horn in those days, the ship put into South American ports to recruit the voyage-worn passengers and obtain provisions. He confesses the phases of life seen in these cities and towns made a favorable impression on him at first. Compared to the struggle going on in the old States of the Union for a name and a place in the world's affairs, existence here was one of tranquil delight. But the impression soon faded,

and he dismissed at once a desire, only faintly entertained at best, to make his home in the lands that lie under the Southern Cross. He was made of sterner stuff. Destiny bade him go forward, and he obeyed the mandate.

Mr. Hotaling arrived at San Francisco in July, 1852, and like all the rest of the gold-seekers, put out for the mines. His experiences there were disappointing, and so he resolved to quit the Pactolian streams and auriferous sands, which keep the promise to the eye of the treasure searcher but nearly always break it to the hope, for a business career at the bay. He, therefore, returned to the city, and in the year 1853 began a wine and spirit business at the northeast corner of Sansome and Jackson streets. Commencing in a limited way at first, Mr. Hotaling's operations soon expanded, and in 1866 he was compelled to move to larger and more extensive premises at the corner of Jackson and Jones street, where his vast establishment is at present. Although at the outset he conducted business in partnership with two different individuals, for many years past he has managed his affairs without a colleague, and the name "Hotaling" has become a synonym throughout the length and breadth of the Pacific Slope for commercial enterprise and integrity. The present business establishment embraces a handsome suite of offices and two large and spacious warehouses, with a third in course of erection.

Early in his business career Mr. Hotaling began trading with the islands of the South Sea and other points in the Pacific Ocean, dispatching vessels southward in the winter season laden with marketable commodities and receiving good returns. In the summer season he also made ventures among the Russian settlers on the Amoor river and along the coast, with trading headquarters at Petroplovski, thus profitably dividing the year between summer voyages to the

Amoor and winter trips to the islands of the southern archipelago. Later, about the year 1877, he extended his operations to the Australian Colonies, and is at the present time in trade relations with that important part of the world. These promise to become much more extensive, when, for the encouragement of foreign commerce, Congress shall have regulated on a better basis the export laws of the United States.

The vast wealth accumulated by Mr. Hotaling from his various business enterprises has also enabled him to engage in many operations nearer home, all of which tend to the development and building up of the country. He is an extensive realty owner, not only in San Francisco, but in all the principal counties in the State, especially in Marin. In the chief town of this county, San Rafael, he has established a large banking institution, which may be said to control the financial affairs of that section. In San Francisco he has erected many buildings calculated to ornament and benefit the city. A magnificent pavilion on the littoral of the Pacific Ocean, just beyond the western limit of Golden Gate Park, is one of these edifices. Hither come, during the summer season, as well as on the pleasant days of winter, thousands of people from the confines of the city to enjoy a view of the broad ocean lying at their feet, whether it be in its placid mood, or, lashed by the westerly winds, its waves leap landward with aggressive force. He is also a large owner of landed property in the States of Oregon and Washington, in both of which, at Portland, Seattle, Spokane, and elsewhere within their borders, branches of his vast business have been established for many years, and ramify in every direction, leading all competitors in the same line.

Another monument to Mr. Hotaling's enterprise was the development of the iron industry in this State.

While not exactly in the van of those who opened the auriferous treasury of California, he was certainly the first to bring to light in a practical way the more useful metal hidden beneath the surface of the earth. This was in Placer county, where a village bearing the name "Hotaling" grew up around the iron works. In company with a few other gentlemen—he being the heart and soul of the enterprise—a large tract of woodland and of land yielding iron ore was purchased in this section, and smelting furnaces erected, which turned out tons and tons of pig iron of very superior quality. Operations were conducted for some time on an extensive scale. The rapid fluctuations in the price of the metal have limited the yield of the furnaces for some time past; but the enterprise will no doubt broaden, with demand, in the near future, to the ample proportions it was originally intended to assume.

Mr. Hotaling has also invested largely in quicksilver mining, first in the vicinity of the well-known Geyser Springs in Sonoma county, and second, as a large shareholder in the Sulphur Bank Quicksilver Mining Company in Clear Lake county, an enterprise that promises to be a most profitable one.

Mr. Hotaling is fond of travel and has made himself acquainted with all parts of the Pacific Coast from San Diego to Alaska, and no natural feature, no promise that the country traversed gives for future development, has escaped his acute observation. As he has a faculty of communicating with ease, and graphically, the result of these observations, a talk with him is time spent very pleasantly. Recently, accompanied by his eldest son, Anson Parsons Hotaling, Jr., who has recently assumed the management of his father's business in this city, he ex-

tended his travels to the Old World, and visited many parts of interest, historical, artistic and other, besides making himself familiar with the commercial methods of our cousins across the water. His already ample stock of information has been largely increased by this European tour.

Mr. Hotaling is conservative in politics, without being an active partisan. He is blessed in his family. His wife, an accomplished lady, has been, in truth, as Solomon describes a virtuous woman, "a crown unto her husband." She dispenses the hospitalities of their stately residence, at the corner of Franklin and California streets, to visiting friends in an easy and graceful way. To the poor she has always an open hand, and for her many benefactions—as the almoner of her husband—to organized charities, as well as to destitute but deserving individuals, the needy "rise up and call her blessed." The three surviving sons (Anson P., Richard M., and Frederick C.) of the Hotaling household have all reached man's estate, and two have already entered on careers of usefulness. One son, George, a ripe scholar, was snatched away by death about a year ago, just as he had attained his majority. It was a sore bereavement to his parents; but the sorrow is borne with resignation. They felt it useless to repine; there is no exemption from the common lot.

Mr. Hotaling is a good father, as well as an eminent citizen. The world is better for his being in it, as it is for the presence of every man who has reared a family of worthy children, and who makes judicious use of the wealth at his disposal. He is entitled to a front place in the rank of those who build great cities—energy, enterprise and commercial integrity being the chief means employed.



JOHN L. HOWARD.

JOHN L. HOWARD.

THE coal and transportation business of this city, without doubt, forms one of the most important sections of its commerce and industry. The first mentioned alone equals in value in this market not less than ten million dollars annually. As to our transportation interests they are inferior to none, and are capable of indefinite expansion. Manifestly those entrusted with their guidance must be men of more than ordinary mark and business acumen. Amongst these John L. Howard takes, by no means, an inconspicuous rank. This gentleman was born in Philadelphia on September 14, 1849. He did not come into this world, as it is said, with a silver spoon in his mouth, but from the very beginning had to battle his way through life, having little else to start with beyond honesty, pluck, and a natural aptitude for business. He received his education in the public schools of his native city, and at the early age of fifteen entered the service of the Philadelphia and Reading Railroad Company, as errand boy on one of the numerous coal wharves belonging to that corporation. The position could hardly have been a humbler one, but he was determined to rise, and constant assiduity and unremitting attention to the smallest details of all he was entrusted with prepared the way for promotion. He was without business friends, excepting as he made them, and at this early age became convinced, that untiring energy and patient merit eventually obtain their reward. This has been exemplified in no instance more than in his own experience. He did not remain an errand

boy, but rose rapidly in the Reading Company's service, and in 1875 found himself appointed to the control of the business, to which as a boy he sought an entrance eleven years before.

Previous to reaching this goal he passed through all the intermediate steps, but beyond this there was no special incident worthy of recording at this period of his life. While in this official position his industry and the results accomplished in connection with the Coastwise Line of Steamships attracted the attention of capitalists having transportation interests on the Atlantic seaboard. He became known as an able and efficient manager, and, we may add, as a successful one. At this time Henry Villard had attained the position, not only of one of the leading railroad men of the Northwest, but of the United States, and he brought to his aid an efficient body of co-workers. The success that had attended the labors of Mr. Howard attracted his attention, and in 1881 this gentleman accepted a flattering business offer, made by the great railroad magnate, to come to this coast, and as Assistant Manager of the Oregon Improvement Company to assume charge of the coal interests of the corporation. There were then no modern facilities for the proper and economical shipment, discharge and storage of coal at Pacific Coast ports, and apparently no one capable of supplying the need that had been for a long time felt, and had formed such an obstacle to the proper development of the Pacific Coast coal trade. For his company, Mr. Howard created these indispensable facilities at the various points where they were wanted,

and with the Seattle coal business, as a nucleus, he entered the coal trade, which he has pushed with such energy as to make the volume of coal tonnage handled by the Oregon Improvement Company the largest of any that has ever been known on this coast. It may be easily believed that such a work required no ordinary abilities—executive and otherwise—to bring about its successful accomplishment. Mr. Howard, as a further step on the ladder of promotion, was made manager of the Oregon Improvement Company in 1887, and has since discharged the duties of his position with consummate ability and with great corresponding success. Besides this he holds the official position of President of the Seattle Coal and Transportation Company, of the Franklin Coal Company, as well as of the Sacramento Coal Company. He is Vice-President of the Pacific Coast Steamship Company and of the Pacific Coast Railroad Company, President of the West Coast Land Company, and manager of other successful land enterprises. Besides this he is a Director of the Alameda Sugar Company, and several other commercial and industrial corporations. It may thus be seen that his business life on this coast has been an active and a fruitful one, and from the number of enterprises with which he is connected some idea may be formed of the estimate in which he is held by Pacific Coast capitalists and financiers, and the prosperous state in which we find these several institutions is very good proof of the wisdom of their choice. Mr. Howard is a believer in a high sense of commercial honor, not merely in financial transactions but in the every day matters that occur in bus-

iness life. A promise ought not to be made unless there is both the ability and purpose to perform, and if made, should be kept inviolate. This rule has invariably regulated every transaction of his life. Thus he acquired the confidence of those with whom he has come into contact in our business community, and thus also he has preserved it. Years of experience have enabled him to make such a thorough study of his business that he can at once grasp situations as they arise, quickly perceive his interests, and promptly decide upon a definite course of action. Under such circumstances only can success be the invariable concomitant of business enterprise. Had we more of such enterprise, with the same sound basis for it, San Francisco's story would be different, and our standing in the industrial scale much more prominent than it really is. Mr. Howard was married in September, 1877, while still a resident of the Quaker City, and after a happy wedded life of twelve years had the misfortune to lose an estimable wife—she dying last year. His present family consists of one daughter and three sons—ranging in age from four to eleven years. Modest, unassuming and gentlemanly in demeanor, prompt to keep every engagement, the courage to say no, when the occasion requires it, the very soul of business honor, possessed of a keen penetration, and a quick appreciation of the proper thing to do at the opportune moment, and withal possessed of commanding executive ability, we have in John L. Howard an admirable type of what the successful business man ought to be, and of the qualities by which success in commercial and industrial pursuits can be secured.



FRANK A. HUNTINGTON.

FRANK A. HUNTINGTON.

FRANK A. HUNTINGTON, one of our early inventors as well as one of our representative manufacturers of to-day, was born in Atkinson, Me., in 1836. His birth place was in one of the great forest regions of the border State of the north-east, and his earliest associations all breathe of woods and woodsmen. He was brought up in the midst of a race, hardy both mentally and physically and in the course of a somewhat checkered career he has displayed all the sterling qualities that characterize some of the noblest of New England's sons. His people were interested in the lumber trade as were necessarily all of importance in these days, though now the glory of Maine in this respect has well nigh departed and has been transferred to the more genial clime and more fortunate circumstances found on the shores of the Pacific. His father owned a sawmill and a shingle mill so that his later life was but a development of the lessons learned in his youth. When he arrived at man's estate he must needs seek far distant California whose fame was then ringing throughout the earth, and at the age of twenty-one we find him here. In 1858 he took charge of a lumber mill in Monterey County and later of a shingle mill in San Mateo County. While here the inadequacy of the machinery then in use gave him the idea of an improved shingle machine, but it was not till later that he practically tested his ideas. He tried mining for a while and with varying success. He went to Humboldt, Nev., early in the days of the mining excitement and was interested in several mines, but fate destined him for a different

sphere. After years of adventure in Arizona and elsewhere and not succeeding as well as he wished, gave up mining and returned to San Francisco. Here he commenced to make good use of his inventive faculty and in 1865 began to manufacture sawmill machinery, introducing a number of improvements which his early training and later experience showed him to be needed. He was at first located in the Pacific Saw Company's Building, where he remained three or four years or until 1870. From time to time he removed his headquarters to the Kittredge Building and to the Vulcan Iron Works, until at last we find him located at 213 to 219 First street. During all these years he has been incessantly experimenting and giving to the world various inventions of practical value. His mining experience gave him the idea of a roller quartz mill and of improved ore crushers and concentrators as well as many other much needed improvements in the older descriptions of mining machinery. It is inventions like his that has made San Francisco the center of the manufacture of mining machinery for the whole of the United States. Besides being a practical inventor he is also a manufacturer of his special machinery. He is now experimenting on what may turn out to be a most important invention. He belongs to the Manufacturers' Association, was one of the earliest members of the Mechanics' Institute, and is a member of Keystone Lodge, Knights of Honor. Essentially a family man, he spends his leisure in the society of his wife and daughter at his charming home on Webster and Durant streets, Oakland, where he

owns a fine property. Jovial, good tempered, kind, always brimming over with New England wit, he is a pleasant companion and earns the good will and regard of all with whom he comes in contact. Tall, broad-shouldered and athletic, he is a

good representative of the sturdy Maine backwoodsmen who have given so many men of eminence to all walks of life. His inventive genius is typical of what the manufacturer should in these days, and particularly in California, ever possess.



GEORGE HYDE.

GEORGE HYDE.

WHEN the discovery of gold in California was heralded abroad throughout the world, people flocked hither from all nations, and rushed to the mines. George Hyde was here in San Francisco before the gold fever broke out; was living here when the wonderful discovery was announced, and yet, strange to relate, he did not even visit the diggings. Naturally we are led to ask, What manner of man is this, who failed to follow in the track of the multitude, or participate in its enthusiasm and excitement? The story of his life, while it is void of adventurous excitement, is yet interesting, both in its early and intimate connection with the history of California and as an example of an even-tempered, self-reliant man.

Mr. Hyde was a Pennsylvanian, having been born in the city of Philadelphia, on the 22d of August, 1819. He was of Scotch-English extraction on his father's side. His grandfather married a niece of Commodore John Barry, the famous "Fighting John Barry," of Revolutionary days. His mother was a Miss Butcher of New Jersey, who was a member of an English family who settled in New England in early Colonial times. Mr. Hyde began his education in Philadelphia, but his father dying while he was still young, and his mother remarrying, he was sent, with his brother, to college at Mount St. Mary's, Emmettsburg.

Financial reverses, sustained by his guardian, made it necessary that he should decide upon some business or profession by which to make his own way in life. He decided upon the legal profession, and began the study of law, passing, after the usual

course, so creditable an examination that, but for the rule making the practice of the law for two years first necessary, he would have been at once admitted in the United States District Court. He received the compliments of the Board of Examiners, as well as of his preceptor, William L. Hirst, a famous Philadelphia lawyer of forty years' standing, on his legal acquirements. Immediately after his examination he began the practice of his profession in his native city, continuing in it until 1845. When prospects of war with Mexico became imminent, he was tendered a position as clerk to Commodore Stockton, on the frigate "Congress," which he accepted, and at once repaired to Norfolk, Virginia, where he joined his ship, which set sail on the 29th of October, 1845, and on the 14th day of July, 1846, cast anchor in Monterey Bay, after a voyage pleasant as a whole, and during which they touched at the Sandwich Islands. The frigate's arrival at Monterey was just a week after the hoisting of the flag declaring California American territory.

Mr. Hyde left the "Congress" on the 29th of July, and traveled overland to San Francisco, then Yerba Buena, arriving here on the 10th of August, 1846, and, notwithstanding the fact that there were at that time not more than forty houses, or thereabouts, and those not of the most architectural description, with but few settlers, principally Mormons, under Sam Brannan, then recently arrived, July 31, 1846, occupying the site of our present great city, he considered that, with American rule, the prospects for increase were good, and settled down to the practice of his profession, thus open-

ing the pioneer American law office of California, which was then under the rule of a military governor, and the old Mexican laws were followed as nearly as possible. Washington A. Bartlett, who was at that time a lieutenant on the "Portsmouth," was the first Alcalde, and entered upon the duties of his office in 1846. Mr. Hyde practiced in his court, and those of the surrounding country.

On the 1st of June, 1847, General Kearney appointed Mr. Hyde Alcalde, and he held the position up to April 1, 1848. At the time of his appointment he was absent from the city, and only heard of it on his return. Mr. Leavenworth's appointment to the office as second Alcalde followed in December, 1847. On the declaration of peace with Mexico, General Riley authorized an election for Alcalde, etc. A convention was called, and steps were taken to further the admission of the Territory as a State of the Union. In 1849 John W. Geary succeeded to the office, and Mr. Hyde practiced in his court up to 1851. The gold excitement had failed to disturb the equanimity of his life, or the promises of speedily acquired wealth, to lure him from the field of his professional labors, and this is the more to be wondered at, when we consider that had he not possessed something of the adventurous in his composition he would not have accepted the position which he did on board the frigate "Congress." In that, as in other things, Mr. Hyde had shown himself to be a man not easily swayed by any outside excitement.

It will readily be understood that his positions as the first lawyer of the city and Alcalde afforded him unusual opportunities for becoming acquainted with the validity of titles to city lots, and that he was considered the most reliable authority in matters of that

description. His extensive knowledge in this respect caused him to be constantly called upon as a witness, his testimony invariably carrying the greatest weight. So much was his time taken up in this manner that it caused him to retire from practice. Naturally a man placed in his position could not fail to make many enemies, and at that early day to even put his life in danger. In this connection it is a satisfaction to chronicle the fact that Mr. Hyde's testimony was never impeached, nor was he ever accused of acting otherwise than honorably and disinterestedly.

Of early life in California no man now living possessed a more vivid recollection or a wider knowledge. In the scenes of strife and adventure which characterized those times, he was a looker-on, rather than a participant; but he was a keen observer, and his acquaintance with incident, both in and out of the courts, would, if put in book form, make a most readable and interesting volume.

In 1852 he made a visit to the East. For many years now past he had retired from the active practice of his profession, partly on account of delicate health, and for the same cause he had not interested himself in enterprises which might otherwise have claimed his attention, the Fireman's Fund Insurance Company being the one exception. On its inauguration he was a contributor, but afterwards retired. He was a member of the Society of Pioneers, belonging to no other society.

In his home life Mr. Hyde was more than usually happy, and it served to suffice him for all else, notwithstanding the active pursuits of his early life. He has now living five daughters and one son, two sons and one daughter having died in childhood.

He died Saturday, August 16th, full of years and honors.



J. P. JACKSON.

COL. J. P. JACKSON.

COLONEL J. P. JACKSON is a man with very many sides to his character. There is nothing conventional or monotonous in his make-up. His diversity of talent has enabled him to fill divers roles in the career of a busy life, and all them with successful results and of credit to himself and the causes he espoused.

As lawyer, orator, soldier, railroad builder, journalist, man of affairs and public official, he has imprinted the marks of distinctive ability upon every project in which he has essayed.

He first saw the light of day in the city of Cleveland, O., and his early life was fettered by those

"Twin jailors of the daring throat—
Untitled birth and iron fortune."

The foundation of his education was laid in the public schools of Cleveland, including the High School of that city, and so apt a scholar did he prove himself, that at the age of 12 he passed the necessary examination before three Trustees, entitling him to teach school. During the famine in Ireland he, with his school-mates, published a diminutive newspaper called *The School Boy*, of which he was the editor, and thus raised money to aid in loading a schooner with supplies for the relief of the starving Irish. This was his earliest essay at journalism, which in later life he amplified, for a short period, with the *Ohio State Journal*, and more lately in the publication and editorship of the *Post, Exchange and Wasp* in this city.

Betaking himself from school to a farm, he experienced all the hardships of pioneer farming incident to the settlement of the Great North-

west. Although of slight frame he was always characterized by great nervous energy, and at the age of 13 he cut down forest trees in midwinter, chopped them into cord-wood and teamed it seven miles to market. In Summer he followed the mower (then a scythe-wielder), and "raked and bound," subsequently feeding the threshing-machine, thus doing the work of a full hand.

At about the age of 16 he removed to Cincinnati, O., where he pursued his studies in the higher branches of mathematics, and the French and Latin languages. He graduated at the Central High School when barely 19. Just at this time the great Hungarian leader, Louis Kossuth, was arousing the sympathy of this country by his impassioned appeals in favor of his oppressed countrymen; and the young men of Cincinnati, yielding to the general impulse, collected a considerable purse of money to aid the eloquent exile in his patriotic purpose. They selected young Jackson to represent them and to present the money. An immense crowd gathered to witness the ceremony, and the young orator was cheered from the beginning to the end of his original address. The leading critics of the day wrote concerning his effort that "of all the speeches delivered to the fiery Kossuth, this one was the most sensible and about the best delivered."

Perhaps this incident was the turning-point that decided his future career. Among his auditors at the presentation to Kossuth was Hon. Bellamy Storer, one of the leading scholars and lawyers of Ohio. He was so favorably impressed with the young speaker, that he at once in-

sisted upon taking him into his office and having him study law. There were at that date no law schools, at least not in the West, and the profession was acquired—if more slowly, certainly more solidly—by the preceptor making regular examinations of the student in the lessons given him from Blackstone, Kent, Chitty and Greenleaf.

Here it was that Colonel Jackson met Benjamin Harrison, the present President of the United States, who was also a protege of Judge Storer. For two years these young men sat together in the same office, studied and were examined in the same lessons, and passed across the threshold into man's career at the same time.

Upon their admission to the Bar, Benjamin Harrison betook himself to Indiana, there to inherit the prestige of his grand sire's fame—knowing that the blood of the Presidency was in his veins—while Jackson “hung out his shingle” for the practice of law in Cincinnati.

From the commencement his success was assured. His preceptors at once made him an offer of a salary to attend to their business. This he declined so far as to claim one-half of his time for his own business, while he gave them such assistance as he could in court trials during the remaining hours. Without following him in detail during his professional career at the bar, it may be summed up in the fact that during his fifteen years of practice he tried more cases before courts and juries, collected more money for clients and received a greater amount in fees, than any lawyer of his age in Ohio. And this, too, at a bar that numbered among its practitioners, whom he regularly met in daily forensic rivalry, the historic names of R. B. Hayes, Henry Stanberry, George E. Pugh, George H. Pendleton, Alphonso Taft, Milton Saylor, Stanley Matthews, Edward F. Noyes and

George Hoadley—the latter of whom was for many years his partner.

One portion of his practice that was peculiar to himself was that before courts-martial and military commissions, in the proceedings of which he was well versed. Among noted cases of this class which he prosecuted successfully was that of the “Chicago conspirators,” who were tried for their attempt to release the Confederate prisoners confined at Camp Douglass during the war.

Throughout his whole career, whatever may have been his regular calling, Colonel Jackson has always been a public speaker on the various occasions when first-class oratory has been sought. He had been admitted to the bar in Cincinnati but two years when he was recalled to Cleveland to pronounce the oration at the laying of the corner-stone of the new High School in that city, which he did in a polished address, which the authorities published. Being a candidate for election on the Lincoln and Johnson ticket, he “stumped” the States of Kentucky, Southern Ohio and Indiana; in the former State meeting in debate many of the ablest Democrats of that Commonwealth, among others Senator Garrett Davis, against whom he argued on one occasion for a period of three hours in favor of the right of the Government to use the services of the slaves in putting down the rebellion. He did the like service in the campaign of Grant and Colfax, often speaking from the same stand with General Grant's father, Schuyler Colfax and John Sherman. Upon the occasion of the consecration of soldiers' cemeteries—being the first observance of the 30th day of May as a national holiday under General Logan's bill passed by Congress to that effect—Colonel Jackson was the chosen orator for Northern Kentucky, and dedicated the Covington Cemetery, in the presence of over 10,000 ex-soldiers and citizens, many

of whom were relatives of the dead warriors. In the large volume that was published by the Government containing the selected gems of oratory on this occasion, none exhibit more intense nationalism, graceful rhetoric, fervent sympathy or classic illustration than that pronounced by the subject of this sketch.

His speeches in California have confirmed his Eastern reputation as an eloquent orator, and his efforts in the Republican cause have been published as campaign documents. His addresses, however, have in no wise been confined to politics, but embrace every subject of public interest. Among other occasions when he has appeared as a public orator were the Fourth of July, 1872, at Vallejo; Decoration Day, 1878, at San Francisco; the reception of President Hayes, in whose company were General Sherman and Secretary of War Ramsey, and to whom he pronounced the welcoming address on behalf of the citizens of San Francisco; the presentation of a diamond tiara to Clara Louise Kellogg as American Queen of Song, at the Baldwin Theater in the presence of all of San Francisco's assembled wealth, fashion and culture; the press banquet to John Russell Young, at which he presided, and where his speech was characterized by the press next day as "a model of post prandial felicity," and at the reception to General Grant by the authorities of San Jose, where the great soldier, instead of himself replying to the toast in his honor, called upon his "friend Colonel Jackson who has never yet refused to do me a kindness," as he said, to respond in his stead. And when the hitherto unconquered Chieftain laid down both sword and pen at the call of irresistible death, and the Republic throughout its limits put its best talent under tribute to express a nation's grief, Colonel Jackson was one of the chief mourners, and both by speech and pen paid to the memory of his once

commander and always friend, the most fervent obituaries that the occasion produced.

At many public gatherings and in times of great excitement, the much-vexed Chinese question and labor's agitations have received rational interpretation at his hands, as he "never loses his head," no matter what may be the surroundings.

In the year 1862 he served with the Army of the Cumberland, under Rosecrans and Buell, and from Pittsburg Landing to Corinth on detached service, under Grant and Halleck.

In 1867, he went to Europe to negotiate the bonds of the California Pacific Railroad Company, and this service resulted in his moving to the Golden State, where he aided in building the road named, and remained its President until it was bought by the Central Pacific Company. While at the head of his road he concluded negotiations with the late Colonel Peter Donahue by which the Donahue road was made a part of the California Pacific system, by the payment to the former of the sum of \$750,000. Colonel Jackson thereupon became President of the San Francisco and North Pacific Railroad Company, and held that position likewise until that road passed to the "Central." After that Colonel Donahue bought his road again, paying about \$1,000,000 therefor.

In like manner Colonel Jackson made arrangements with the late William C. Ralston, acting on behalf of the California Steam Navigation Company, that all the property of that company—its boats, wharves, and franchises—should be sold to the California Pacific Railroad Company, and that the former should thereupon disincorporate and pass forever out of existence. This was generally considered at the time an impossible venture, as the Navigation Company had hitherto held undisputed control of the water routes of travel in this State, and was regarded

as an indispensable necessity to the public. Colonel Jackson, however, considered that his road had the shortest line of travel between Marysville, Sacramento and Calistoga at one end, and San Francisco at the other, and he therefore proposed to facilitate commerce by his speedier route. Having a line of only 83 miles between Sacramento and this city as against 138 miles of the Western Pacific Railroad, it was plain that his road commanded the passenger travel. He therefore saw no reason why it should not also, with benefit to the public, secure the heavy freight. In this he was again successful.

The details of his railroad management are only referred to here, as indicating the breadth of view that characterizes this gentleman's business ventures.

After the sale of the California Pacific Railroad to the Central, Colonel Jackson found himself without occupation on his hands. Looking over the State he saw that the country to the east and south of Stockton seemed to justify the building of a railroad. A charter had been granted some years before under the name of the Stockton and Copperopolis Railroad, but beyond a little grading at one end, nothing had been done under it. The project had been abandoned. Here seemed an opening, and, after securing all outside rights, Colonel Jackson commenced the building of the road, as his own individual venture. He had no partners in this project. After building 30 miles of the entire 40 miles needed to reach Copperopolis, and calling the station Milton (after Milton S. Latham), he started a branch from his main line at a point named Peters, to run south to Visalia. Crossing the Stanislaus River with a bridge costing \$60,000, he struck on the border of a prolific wheat-bearing region—a level tract which had a number of broad-spreading

oak trees—and there established the town of Oakdale. Up to this point he had not asked or received any outside assistance by subsidy or otherwise. There was, however, a standing offer by the city of Stockton and County of San Joaquin to pay to any one building a railroad across the Stanislaus River in the direction of Visalia, the sum of \$500,000. Having done this work and in one year less time than was named in the offer Colonel Jackson made request for the promised subsidy. Just at this time the "anti-subsidy" cry became a political shibboleth, and the city and county authorities, deterred by political reasons, declined to pay over the donation which they had offered. Litigation therefore ensued, but before it was ended the Central Pacific Railway owners saw that the Visalia road was bound to be a dangerous competitor to their railway system, and thereupon they opened negotiations which ended in their purchase of Jackson's road.

Having thus closed up this business venture, our railroad builder projected a road from Alviso to San Jose, and on a promise of a right-of-way along the public turnpike between those two points, collected the necessary ties, fish-plates, bolts, and iron rails for the entire track. When fully ready to commence work he was officially informed that the right to pass over the public road would not be given. Disgusted at this act of bad faith, he withdrew from the enterprise, and refused to purchase a right-of-way where all the benefits were in favor of those along the line of the projected road.

It was at this time that Senator Jones had projected a line of railroad from Los Angeles to Santa Monica, and at the request of the Senator, Colonel Jackson went down and located the depot at Los Angeles and gave general supervision to the building of the road until its completion; as also to the erection of

a wharf at its ocean terminus. This road has also since that time passed by purchase into the ownership of the Central Pacific Company.

Looking over the State and seeing that there was no longer a valley running north and south that needed a railroad, or would justify the building of one, Colonel Jackson retired from the business of railroad-building and betook himself to more quiet pursuits.

He found the Napa Soda Springs, a beautiful rural home of rustic simplicity nestling on the mountain side about five miles from Napa City. Foreseeing the illimitable capabilities of the place, he bought the springs with 640 acres of land, for \$100,000. There were then no improvements upon the property, and he at once set to work to erect valuable buildings thereon. As a result of his labors it is now the most substantially improved Spa in this State, and the most frequented watering place of Middle and Northern California. Its white stone buildings with battlements, towers and spires, can be seen throughout Napa Valley, and their glass domes and burnished roofs reflect for miles away the rising and setting sun.

While indulging his architectural taste in the development of his elegant mountain home, Colonel Jackson became, in 1875, the publisher and managing editor of the "San Francisco Daily Evening Post." He had owned the paper some years before, having purchased it from its four original founders, each of whom had owned one-quarter thereof. It was, however, a diminutive sheet while thus published, and without stability, solidity or influence. Its erratic editorship held out no promise or hope of improvement. As soon, however, as Colonel Jackson came to the helm he brought his "alert, tense and intellectual personnel" to bear on the publication, and it rapidly became a recognized power in the journalistic

field. He changed its politics from Democratic to Republican, and yielding to the demands of its growth in popular favor, enlarged its size three different times. For some years it made a specialty of the mining interest, then the leading industry of the coast, and was regarded as the most reliable and enterprising organ devoting its columns to that subject. Its Republicanism was so well defined, that the paper held the first place in the faith and esteem of that party, and the "nervous, trenchant and perpendicular English" of its editorials from Jackson's own pen always commanded the attention of the public. He very early saw that the pictured daily—that is a paper illustrating its published events—was the quick-coming demand of the day. He essayed this feature in the "Post," first among the newspapers on this coast, but owing to the crude facilities for this work then accessible, his maiden efforts in this line were often a subject of criticism and ridicule by his envious rivals. He persevered, however, until he had the satisfaction of merited success, and lived to see his pet idea adopted by all newspaperdom.

Impelled by a desire to escape the treadmill daily routine which the care of both the business and editorial departments of a leading daily newspaper entails upon any one who will assume that dual burden, he left the "Post" in the height of its power and influence, and for a season rested from all exacting occupation. Such an active temperament, could not, however, long remain idle.

A number of his friends, disgusted with the spirit of personal hate and vindictiveness which characterized the pictorial "Wasp" in its cartoons and lampoons of leading citizens, and representing to him the boundless capabilities of a satirical-comic journal, whose aim should be not personal spleen and spite, but in humorous and sarcastic vein to "shoot folly as it flies," induced

Colonel Jackson to leave his retirement and take the ownership and charge of that publication. The result of his three years of management was to completely change its Ishmaelitish nature, enlarge its size, increase its subscription list and commend it to the regard of all good citizens. The field here for such a journal and the artistic facilities of this city for its pictorial illumination are, however, quite limited, and the prospect did not satisfy the ambition of one whose whole life had been engaged on larger projects. Colonel Jackson therefore retired from this publication, and then declared that he had quit active business for life.

This, however, was not to be. His abiding interest in politics, and his personal friendship for his fellow law-student of early days, induced him to enter into the canvass in favor of General Benjamin Harrison with his wonted nervous energy and zeal. During the entire contest he held close correspondence with the Republican standard-bearer on the Chinese question and other points entering into the debate between the parties. As a natural consequence, upon Benjamin Harrison's election, he asked that Colonel Jackson might in some manner be associated with his administration. At the personal invitation of the President he accepted the position of Assistant United

States Treasurer at San Francisco, which office he now holds with the custody of more than seventy millions of dollars.

During all of Colonel Jackson's manhood career, his public duties—monopolizing and exacting as has been their tendency—have not in any manner interfered with his fondness for home life. He has ever dispensed in the family residence all the civility, courtesies, and hospitality that make the social circle most attractive. His wife has been a fitting companion in his busy life-work. While seconding his public efforts she has made his home-life attractive. She is a lady endowed by nature with unusual charms of manner and domestic graces. They have nine children—seven sons and two daughters. The elder five were born in Kentucky—the birth-place of their mother and her family for many generations back—and the younger four in California. Four of the children are married. The eldest son is a graduate of Harvard University, practicing law in this city; another of Amherst, Mass., and a third is now at the California University. Two others are in business here. The elder daughter is a graduate of Clarke's Institute. Colonel Jackson has a charming home and family; and there we will leave him surrounded by his children and his books he loves so well.



N. S. KEITH

NATHANIEL SHEPARD KEITH.

NATHANIEL SHEPARD KEITH was born in the city of Boston, Mass., in the year 1838, of Yankee parents and Scotch descent. His father, a physician, shortly after went to Dover, N. H., and afterwards to New York city, in 1851. The subject of this sketch had the benefit of an excellent common school education. Shortly after his arrival in New York, his father established a chemical manufactory which is still carried on under the widely known name of B. Keith & Co. Young Keith was early put to work in the laboratory, where he acquired a good knowledge of chemistry in the most thorough, practical way—that of actual work.

In 1861 he invented a new process of desulphurizing and treating gold-bearing pyrites, or sulphurets. He went with it to Colorado, and there several mills were erected to utilize the process. He remained there until 1869. During his stay he became quite celebrated as a mining and metallurgical expert, and invented a number of improvements in milling processes and apparatus. In 1868 he was sent by a mining company to Europe to visit the mines and metallurgical establishments to observe the various methods of mining and treating silver ores, especially, so that such improvements as might be found necessary could be adopted by the company.

From 1869 to 1871 he spent in the service of various mining companies in experting their gold mining properties in South Carolina and Georgia.

In 1871, believing in the great future of the science and art of electricity, he left mining and engaged actively in electrical investigations. He shortly after—in fact, in that year—invented

and patented a new solution for electroplating with nickel, which was put into extensive use. He also invented a process for separating the tin and iron of tinplate waste by means of electricity. Three establishments, one each, in the cities of New York, Newark, and Lowell, were started, but stopped in 1878 owing to the low price of tin consequent upon the discovery of extensive tin mines in Australia, and the then depressed price of scrap iron.

In 1878 he invented the electrolytic process of desilverizing and refining lead-base bullion, for which he has received the highest commendations of metallurgists in this and European countries. He had been writing and publishing treatises on electro-metallurgy, especially relating to copper and lead, for some time previous, and had endeavored to interest capitalists in the establishment of works wherein metals would be refined and separated by electricity. But he was ahead of the times. The wonderful capabilities of that agent were not then so attractive to capitalists as they have since become. Now, copper is very extensively desilverized and refined by means of electricity in several establishments in the United States and in Europe; and some day when the patents thereon have expired, the electrical process of refining lead will be practiced, if we are to take the substitution of the Parkes process for the old Patterson process of desilverizing lead, as a precedent.

Meantime, Mr. Keith was acting as expert before the courts, and otherwise, in electrical and chemical matters. This he has continued up to the present, having been called upon several times during his residence in

California to testify upon such subjects before the courts.

In 1884, while editing the scientific department of the "Electrical World" of New York, the largest and most important electrical periodical in the world, he was called upon by the Government of the United States to attend as a conferee, the International Conference of Electricians, held in Philadelphia in September, 1884. The published report of the Conference shows that he took a very active part therein.

In April, 1884, he organized the American Institute of Electrical Engineers, and was its first Secretary. He was also one of the "Examiners" of the International Electrical Exhibition held at Philadelphia in 1884, under the supervision of the Franklin Institute. He was selected there to lecture upon "Electro-Metallurgy," as an authority on the subject among the noted men who gave lectures upon various electrical subjects with which they were publically identified.

In November, 1884, he came to San Francisco, where he has been prominently before the public as an inventor and manufacturer of electric generators and electric motors. He may be said to be the father of electric power transmission on this coast. His motors are noted here as being the best. The facility and economy with which

power can be brought to the places where wanted, by the aid of his motors, has already increased the industries of San Francisco, and will continue to add to them for years to come, until the present few hundreds of electric motors in operation here will increase to many thousands. As the city grows and lives by its industries, shall not he who has established a new industry here, and aided the organization and operation of others, be doubly entitled to have his name go down to posterity as one of the "Builders of a Great City?"

Mr. Keith has been addressed for many years by the title of "Professor," in recognition by the public of his professional attainments. He is continually devising and inventing improvements in electrical and chemical processes and apparatus. He has secured many patents in these lines, and has several now pending before the Patent Office.

The Electrical Engineering Company in San Francisco has purchased the right to his patents in the States of the Pacific Coast and has engaged his services as its electrical engineer, and entered extensively into all the branches of electrical manufacturing and engineering. It is a strong company and carries on a great industry to assist the growth of the city.



JOHN F. KENNEDY.

JOHN F. KENNEDY.

F the substantial and public-spirited citizens of San Francisco, none have had a more honorable and successful business career, or served in public life with a more unblemished record, than John F. Kennedy.

This gentleman was born on his father's farm at Ardoise Hill in the county of Hants, Nova Scotia, fifty four years ago. By an inadvertent act of friendship, his father had gone bondsman for a considerable amount and subsequently had to pay it; and in doing so the whole of his property was absorbed.

He died soon after this unfortunate transaction and left young Kennedy at the age of eleven years the sole support of his mother, and the younger members of the family.

This necessitated his bidding farewell to school, and feeling keenly the responsibility which had fallen upon him he concluded to leave the old farm and commence life's battles.

Accordingly he at once proceeded to Halifax, where remuneration for all sorts of labor being small, he remained but a short time, going to Boston, Mass., there learning the trade of a painter. After finishing his apprenticeship, a strong desire to better his condition took possession of him, and, hearing favorable reports of California, he soon decided to embark for the Golden State. No sooner was this decision made than he secured passage and set sail on the "Star of the West" for Aspinwall. Crossing the Isthmus he took the "John L. Stevens" at Panama, and after an uneventful voyage, arrived at San Francisco the 15th of May, 1858.

Immediately upon his arrival Mr. Kennedy commenced work at his trade. Full of manly vigor and

equipped with a stock of pluck and determination, he soon did a paying business. This he relinquished temporarily to become foreman of the bonded warehouse on Vallejo street built by Daniel Gibb & Co. He soon after resumed the painting business and secured contracts which insured his future prospects, and, as his savings accumulated, he invested judiciously in real estate. Assured that he had now reached the goal of success, he went back to his old home and returned with his widowed mother and the younger children.

Being again united with his family his whole energy and time were devoted to his business interests, and seeing opportunities to embark in the lumber trade, he organized the Western Mill and Lumber Company. Securing a favorable site on Puget Sound, he at once commenced the erection of mills equipped with modern machinery. Disposing of this property he turned his attention to redwood timber lands and has now in the neighborhood of 10,000 acres in the redwood belt. He organized the Central California Lumber Co. and the Kennedy & Shaw Lumber Co., being now President of both. Under the firm name of Morris & Kennedy, which firm still exists, he also became interested in the artist material and fine art business, a taste for which was then rapidly developing in San Francisco.

He is a large stockholder and director in the Ray Copper Company of Arizona, and received from the California State Mining Board a diploma for valuable specimens given by him. He is a member of the Mechanics' Institute, of the Geographical Society and a director in the Masonic Mutual Aid Association. He

is also a member of numerous benevolent organizations, among which may be mentioned the Odd Fellows, Caledonian Club, Masons, St. Andrews and A. O. U. W., and has held prominent offices in each.

In 1882 he was elected by the sons of "Auld Scotia" as the chief of their representative society, the Caledonians, and was re-elected repeatedly to that office for years. From him evolved the idea of this body possessing a hall of its own, the happy result of which is the present Scottish Hall, of which he was its first and successive President, until his time would not permit it longer. His latest effort is the organization of the Pacific Masonic Hall Association, and he, as its President, has lately purchased a piece of property 80x137½ feet on Geary street, with a view of erecting a Masonic Hall thereon.

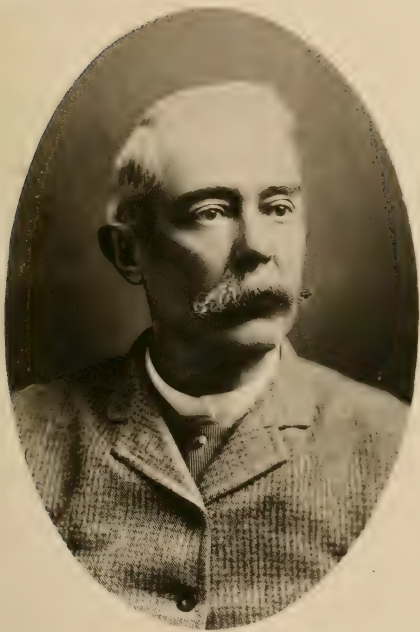
As it is the duty of every good citizen to take an interest in the political situation of the State and country, Mr. Kennedy has not failed to do his part manfully, intelligently and honorably. He has been a member of Republican State Conventions at various times. He was a member of the last Taxpayers' Convention held in San Francisco in 1877. In this convention were many prominent Californians. He was elected a member of the Board of Supervisors for 1882-83, and for the work he did for the city during his term he deserves the highest commendation. He attended to his duties, and gave them the same attention that he would to his private business, if not more so. One instance of what he accomplished for the city's benefit may be mentioned. When he took his seat in the Board fully \$12,000 a year was being paid out by the city for the rental of outside offices for municipal purposes, while at that time fifteen rooms were vacant in the City Hall. As Chairman of the Committee on Public

Buildings he soon had these occupied, and with the \$50,000 then appropriated for the building, he had more offices fitted up, which, by his timely efforts, were occupied within six months from the time he commenced to stop this flagrant, needless expenditure, thereby saving to the city a very large yearly outlay.

He never advocated a measure in that Board that was not carried, and this illustrates his general good judgment and the high estimation in which he was held by the members. In 1884 he was nominated for the Legislature, but owing to the press of his private business, which required his whole time, he declined the honor. This, too, was at a time when the nomination was equivalent to an election, his district being very largely Republican.

Mr. Kennedy was married in 1860 to Miss Alice Nevin, the result of which union has been four children—three sons and one daughter. Albert Warren Kennedy, the eldest son, is Treasurer of the Kennedy & Shaw Lumber Company and of the Central California Lumber Company. The two younger sons are attending school: Arthur John receiving his education at the Brewer College, San Mateo, while Henry Alexander attends the public schools of this city. His daughter, Lulu, is the wife of Mr. Loring B. Doe, of the firm of Antonelli & Doe, railway and general contractors.

Of an unsullied character, either in public or private life, Mr. Kennedy may well feel proud of the position he has attained among San Francisco's representative men. He is well preserved, possesses an admirable physique, and bids fair to enjoy many more years of usefulness. He is an excellent type of the self-made man. Every movement tending to advance the interests of the city, and in charitable affairs, deserving support, he has liberally contributed to.



J. N. KILLIP

JASPER NEWTON KILLIP.

IN business as well as in social circles it is not always those who make the most show or affect the greatest display that are most necessary to the welfare of the people. The bulk of the important work in the founding of city or State is put forth by those who emphatically make no sign, but who are content to enlist their best energies in the accomplishment of a life work and in the building up of important enterprises without any hope or expectation of notoriety or of the empty satisfaction that often accompanies it. The men in the ranks, whether of commerce, manufacture, or kindred occupations, are the real city and State builders. Amongst such we may class Jasper Newton Killip. Mr. Killip is of German ancestry. He was born in Bloomington, McLean County, Ill., in 1837. His parents removed thence when he was very young. They settled in Racine, Wis., where he attended the public schools. The greater part of his education, however, was of the eminently practical kind, and derived from his long and varied experience of the world and of man. Most of his life has been passed on the Pacific Coast and in the midst of its busiest scenes, as he accompanied his parents to California in 1852 when a mere boy of fifteen, they settling in the city of Sacramento, where they remained till 1854. Thence he proceeded to the mountains and spent some time in the occupation of mining in Nevada and Sierra Counties. He was not, however, very successful in this pursuit and abandoned it, going to Virginia City in 1859. There he embarked in the liquor business. He was also interested in mining. He

came to this city in 1861 while still a very young man, and may, therefore, in all respects be said to be a thorough San Franciscan. He first engaged in the livery stable business in which he remained for eleven years. He had for a partner E. J. Baldwin, better known as "Lucky" Baldwin, with whom he remained six years. A man named Nathan then shared his fortunes for a couple of years more, James Craig being his partner for the balance of the time. In 1872 he became engaged in the auction business, being at first in partnership with Horace Covey, his specialty being the sale of live stock, in which he and his partners for the past nine years have been very successful. The sales made by his firm while of the greatest possible advantage to owners of stock farms have also, by inducing competition, been the means of improving much the various breeds and in offering inducements for the introduction of the best to the State. The firm has made in this line the largest sales ever heard of in California, and which have been steadily increasing. Mr. Killip has been associated in business with Charles Metaphor Chase for the past sixteen years. The partners are well suited to each other, the result being that a more than ordinary amount of success has attended their operations. Mr. Killip is a member of Excelsior Lodge, F. & A. M. He is a quiet, unassuming gentleman. He has led an active business life but is opposed to show and ostentation. His character being social and domestic, of good repute and ample fortune, he has reached the goal for which many are striving. He has yet many years of business usefulness before him.

FREDERICK R. KING.

THE subject of our sketch is the inheritor of a name that is particularly dear to Californians. Frederick R. King is the only son of Thomas Starr King, who died in this city at the early age of 39 years. Although the parent enjoyed a national reputation before coming to this State, his labors on behalf of the Union after arriving here in 1860 up to the time of his death, four years later, shed a halo of patriotism around his name which can never be effaced. His strong speeches in different parts of the State revived the drooping spirits of the people and helped to anchor the Golden State firmly to the Union cause. His eloquent tongue was especially employed in soliciting aid in behalf of the Sanitary Commission, and to his efforts alone are generally accorded the munificent contributions made by California to that noble cause.

Frederick R. King was born in this city April 4, 1862, during one of the most stirring periods of the war. He was educated in the public schools, and after graduating from the High School entered Harvard College. During his college days he became acquainted with many members of his father's old congregation in Boston, and they watched the career of the son of their revered pastor with unusual interest. Soon after the death of Starr King his library, according to his request, had been sent to the Hollis-street Church in Boston, whose pulpit he had occupied for twelve years. When Frederick was about leaving college the Trustees invited him to revisit the library and take from the books formerly belonging to his father, such volumes as he might de-

sire. Mr. King graduated in 1884, and soon afterward returned to this city. Although he had always had a predilection for the law, there did not at that time appear to be a satisfactory opening, and he accepted the offer of a position with the Oregon Improvement Company where he remained a year. At the end of that time he entered the office of Fox & Kellogg and began the study of the law. In 1887 he was admitted to practice and for two years remained in the office as managing clerk. On the 1st of January, 1889, he was admitted a partner, the firm being known as Fox, Kellogg & King. When, upon the appointment of Governor Waterman, Mr. Fox took his place, in July, 1889, on the Supreme bench, to fill out the unexpired term of Jackson Temple, the firm became Kellogg & King.

There is no doubt that the profession of the law affords ample opportunities for the utmost exertion of the mind, and that the well-equipped lawyer may find in the exercise of his vocation ample scope for the employment of his intellect, be it ever so active or robust. It is not to be wondered at, therefore, that instances are so rare where the lawyer takes up some study outside of his profession. In commenting upon this matter, Hamerton, the artist-author, speaks of asking an eminent London lawyer whether he ever visited an exhibition of pictures, and he answered by the counter-inquiry whether "I had read Chitty on Contracts, Collier on Partnerships, Taylor on Evidence, Crave's Digest on Smith's Mercantile Law?" Notwithstanding this proverbial "disinterestedness," as Hamerton termed

it, of lawyers, Mr. King has found time apart from the cares of his profession to indulge in intellectual recreation outside of it. Besides being the possessor of a large miscellaneous library, he is an enthusiastic collector of Shakesperean literature. This is, as all must be aware, slow work, but Mr. King has already made an excellent beginning. He now has between 40,000 and 50,000 titles, and is constantly on the lookout for additions.

Mr. King has never shown any fondness for politics, and has never held any public position. He is a

member of the order of Native Sons of the Golden West, and is second Vice-President of the Harvard Alumni Association in this city.

Mr. King was married in 1885 to Miss Boswell, a daughter of S. B. Boswell, a well known resident of this city. The fruit of this union is two boys, the younger bearing the name of his paternal grandfather. He has a sister, the wife of Hon. Horace Davis. His mother is also living in this city. She married for her second husband William Norris, Secretary of the Spring Valley Water Co.

JOHN LUDWIG KOSTER.

THE German-American, properly so called, as a general thing, unites in his own person the best qualities of the dweller in this country and the fatherland. To the solidity of the German character he adds the inventive genius and the quick adaptation of means to ends so characteristic of the native of Yankee land. John Ludwig Koster was born in Charleston, S. C., in 1840. When he was only four years of age his parents took him to Germany where he remained till he was between 14 and 15. He thus acquired a thorough acquaintance with the language and manners of both countries, which has often proved useful to him since. On his return, he, as a boy, became employed in the grocery and provision trade in Brooklyn, N Y. In 1855, when barely 19 years of age, or in 1859, he came to the Pacific Coast. He sailed for Panama on the "Northern Light," which was not very far away from New York when she came into collision with a vessel engaged in the Brazil coffee trade, which was returning with a load. A hole was stove in the other vessel while the "Northern Light," in command of Captain Tinklepaugh, sustained no damage worthy of mention. Captain Blethen, being the commander of the "Orizaba," on the Pacific side, well known in this city, often talks to such of the old passengers as are within hail, of the incident, which the progress of time renders comparatively unimportant. No other mishap occurred, and by the steamer "Orizaba" the Golden City was at last safely reached, and the struggles of the adventurers with the peculiar conditions of life in the new land then fairly began. Arriving here, Mr. Koster soon went into

the employ of Schultz & Van Bergen, then engaged in the liquor trade. He remained with them till they sold out in about nine months, when he purchased the business from them. In this he continued for three years when he disposed of it and entered into the cigar trade with Henry Plagemann. While here, he went to Nevada and established a branch of the firm under the style and title of Koster, Menke & Co. He remained three years in this also. Finally selling out, he returned to this city and meeting Joseph Pohley, who had started the business of manufacturing vinegar, the latter gentleman told him that he was about to dispose of his business to Francis Cutting. Mr. Koster, on the spur of the moment, asked him to reconsider his decision and to go in with him. To this Mr. Pohley at once consented. This was in 1867. The works were those of the Pacific Vinegar and Pickle Works which to-day still continue to flourish. After Mr. Pohley's death the works were incorporated by Koster with the following Trustees: Francis Cutting, Sol Wangenheim, Joseph Elfelt, John L. Koster and Charles J. King, with Mr. Koster as President and Manager, which position he holds to this day. He, in conjunction with Henry Brickwedel, conceived the idea of importing sulphur from Japan instead of sending all the way to Italy for it. The first shipment hither was made in the German vessel "Mohburg," and consisted of only twenty-five tons. It proved everything expected of it, and the two partners took in with them Judson and Shephard of the Acid Works. They made a contract with the Government of Japan which lasted three or four years and was quite profitable.

Mr. Koster was thus one of the first who had the honor of opening up to us this important source of supply. He organized the California Barrel Company, of which he is the President, in conjunction with Henry Brickwedel and Bela Wellman, in 1883. It has been most successful, as have in fact about all the enterprises with which Mr. Koster has been connected. The Pacific Woodenware & Cooperage Company, with works on Sixth and Channel streets, and of which he is Vice-President, was organized in 1881. He has been in the steamship business. He ran a line from this city to Eureka and way ports—the Coast and River Steamship Company—for two and a half years. He was able to successfully compete with the Pacific Coast Steamship Company. The object of permanently lowering the rates was, however, attained, and particularly at a time when it was very much needed, it enabling labor to be transported cheaply when it was in great demand, and the goods were carried at a lower rate to market, and to-day the people of Humboldt County are thankful to Mr. Koster for his successful efforts in their behalf. He was married in New York, in 1865, to a graceful and charming lady, who is the happy mother of an interesting family of six sons and three daughters, all born in California. The eldest, John Andreas Koster, is a fine, manly young fellow of 21 years old, tall and straight as a mountain ash, and, towering over his fellows like Saul amongst his brethren, is six feet three in height. He is agent for the celebrated cooperage stock of Richard Grant & Co. of New York. He was first Captain in the National

Guard, then Adjutant on General Cutting's staff, with the title of Major. In two years he was made Adjutant with the title of Colonel. This is an enviable record for one so young. He is a member of El Dorado Parlor, Native Sons of the Golden West, and is Commander of the Native Sons Drill Corps, which he himself organized. The noted General Wagner, who in the war, fought for the South, is his uncle on his mother's side. Frederick Jacob Koster, his second son, 20 years of age, is Superintendent of the California Barrel Company, and is also a member of the Native Sons. The rest of the children are at school. Though often adjured to take an active part in politics and to run for office, Mr. Koster has always steadily declined, though he has never failed to support good men for place and position. He belongs to the Ancient Order of United Workmen and to the German Benevolent Association. Slightly over the middle height, neither slender nor corpulent, blonde of complexion, with full features bearing the hue of good health, Mr. Koster is still destined to a long life of usefulness. He has a fine country retreat near Boulder Creek, in the heart of the Santa Cruz Mountains, which he has rescued from its native wilderness during the past two years. He has here twenty acres of fine orchard. His son, who, by the way, is an amateur photographer of more than usual talents, has taken some magnificent views of it and of the surrounding redwoods, which are amongst the finest in California. Mr. Koster is a man of brains and enterprise, and one of those to whom the State owes industrially more than it can ever repay.



WM. KRELING.

WILLIAM KRELING.

WILLIAM Kreling, one of San Francisco's most enterprising and energetic citizens, was born on the eighth day of August, 1850, in Prussia, Germany. He left his native land with his parents for the United States of America when but a boy, only having attained his seventh year. The family took up their abode in the empire city. Here Mr. Kreling received a liberal education. On its completion he was apprenticed to the furniture business. He continued at this occupation until 1874, when he resolved to try his fortune in the Golden West.

In the year mentioned he reached San Francisco, having traveled thither by the overland route. His father and brother, F. W. and Joseph Kreling, had already preceded him, having arrived in San Francisco in 1872. The two brothers were men of great musical culture, and they thought that there was a good opening in this city for that class of entertainment that forms such a pleasing diversion to the many millions of honest toilers in the Fatherland. So, shortly after their arrival, they opened a place of entertainment on the corner of Stockton and Sutter streets. Their idea was to supply the public with good music at a minimum of cost. How they succeeded, the public know right well.

In 1874 William Kreling was taken into partnership. In 1877 the firm resolved to try something more ambitious, and so they went in and built the New Tivoli on Eddy street. Here they decided to produce light operas in their entirety, and to place them upon the stage with a proper regard to accuracy of costume and scenic effect. The charge of admission was so fixed as to be within the reach of

everybody. The establishment of the Tivoli Opera House supplied a long-felt want, as before its opening the public only had occasional opportunities of witnessing opera, and then had to pay comparatively high prices, and this, of course, deprived many thousands of persons of moderate means of the pleasure of witnessing this class of entertainment.

The Tivoli was a decided success from the start. The management was in good hands, and the most laudable endeavors were used to win the public approbation. Light opera was the class of entertainment fixed upon. The most popular works were chosen, and the artists engaged in their interpretation were of a high order of merit. The orchestra of the Tivoli is composed of first-class talent, and is one of the finest musical organizations in the city. Occasionally the management has taken ambitious flights, and has produced grand opera, and in most cases the departure has been both a financial and artistic success.

There is one thing in connection with the policy of the management that must not be overlooked, and that is the encouragement given to local artists and composers. Said Pasha, the work of Richard Stahl, a former leader of the Tivoli orchestra, had a very lengthy run at this house, and was subsequently taken East, where it was most favorably received, both by press and public. The First Lieutenant, another local effort, was also produced at this house, and met with much success. The management has several other local operas under consideration, and will probably produce them at no distant date.

The Messrs. Kreling have a regular stock company of about ninety members. The principals are changed from time to time, as occasion demands.

In 1880, the brothers, who are all practical men, went into the furniture business. The new venture proved a great success, and at the present time Kreling Brothers have one of the most extensive establishments of its kind in the city. The firm employs 185 people. In 1884 a severe calamity overtook them, their factory on Fifth street, it being located there at that time, being totally destroyed by fire, the loss being \$45,000.

In 1887 Joseph Kreling, one of the partners, died, and his interest was bought by William Kreling. This gentleman has been the leading spirit

in all the firm's business ventures. He is a man of great energy, and a good citizen. He was married in July, 1886, and has two children. He has taken an active part in politics. He was elected Tax Collector of San Francisco in 1887, and filled the position till the beginning of the present year. He discharged the duties of his office with honesty and great ability, and gained the good will and esteem of not only his own political friends, but also of people in the opposite camp.

He is a member of the Masonic fraternity, and is also an Odd Fellow, a Knight of Honor, and a Knight of the Golden Eagle. Such a man as William Kreling will always find many friends. The State needs more of such citizens.



R. D. LAIDLAW.

ROYAL D. LAIDLAW.

SOME are born to greatness; others have greatness thrust upon them." Others yet attain it by their own unaided efforts or rather by a proper use of the talents bestowed on them by Mother Nature. San Francisco furnishes many illustrations of the truth of this observation—she will furnish many more. There are scores of young business men in our midst who are conspicuous examples of the truth of our statement. Of these Royal D. Laidlaw, the Pacific Coast agent of the great tobacco house of P. Lorillard & Co., has been one of the most energetic and successful. When it is known that this house was founded in 1760, the oldest and largest tobacco manufactory in the world, has during the past quarter of a century paid in taxes to the United States Government not less than fifty millions of dollars—a vast fortune in itself—that it constantly employs about five thousand people, and that it does about one-sixth of the tobacco business of the United States, some idea may be formed of the qualities that have to be possessed by any one representing such a firm as this.

This gentleman comes of mixed Scotch and French ancestry, and was born in New York city in 1858, being now therefore only as it were in the opening of his career. He received a good public school education in his native city, and started in his fight with the world at a very early age. At that time he went to work in the plug department for Allen & Co., tobacco merchants of New York. He took to the trade, and it was natural to him, for he may be said to have come of a tobacco family. From Allen & Co. he found

his way to Lorillard's, where many of the smart young men of the trade eventually gravitate. He has been in their employ ever since, attached to the New England agency, and also travelling in various parts of the United States. They treat those in their employ well, and good service is the rule. They constantly keep up a large night school for the benefit of factory employes, with a regular attendance of about five hundred scholars. From this, those who show the proper capacity, are, if they so prefer, sent to college at the expense of Mr. Pierre Lorillard. Then there is a splendid library of fifty thousand volumes and commodious reading rooms provided with all the leading newspapers and periodicals. Their old employes who have given faithful service they pension off—in this respect paralleled only by the general Government. In such a mercantile institution as this, where ability is the only standard, Mr. Laidlaw rapidly advanced, and in 1884 had the honor of being chosen as the representative of all their interests on this coast. He had two predecessors, Mr. Herman Heyneman and Mr. George Griswold, the latter a nephew of P. Lorillard. The business, as he found it, was flourishing, but under his management it has increased wonderfully in volume. He has travelled all over the coast in its interests, and has done remarkable work during the past six years. Outside of business, which has, so to say, kept on the even tenor of its way, his life has not been noted for any unusual incidents. A steady current of success has always accompanied him in his career. He has made the Pacific

Coast trade of the great firm represented by him one of the largest mercantile interests on this coast, and that is saying a great deal.

Mr. Laidlaw was married in 1884 in Portland, Me., to Katherine A. Shaw, the daughter of Frederick Shaw, Esq., an amiable and talented lady, who has borne him one child—a daughter. He is interested in several enterprises, in some of which he is a director. He is a thirty-second degree Mason and also an Odd Fellow. He is much enamored of California, and says that his only regret

is that he was not born here. He declares that California has better promise for a young man than any other part of the country, and a more glorious future than any other part of the United States. He is enthusiastic over its magnificent resources, its unparalleled climate, and its generous and prosperous people.

Mr. Laidlaw is full of grit and enterprise, and is one of the energetic and progressive young business men on whose shoulders rests the responsibility of San Francisco's future.



JOHN LUCAS.



J. WM. LUCAS.

JOHN AND J. WILLIAM LUCAS.

IT is a rare thing indeed to find three generations engaged in fighting the battles of California industry, and fighting them successfully. It is rare, at least, in California, whatever it may be in old States and older countries. Sometimes, however, we find father, son and grandson working harmoniously in harness together. A notable instance is that of the Lucas family, which has been, since 1874, engaged in the manufacture of plaster of Paris on this coast which, in fact, founded the industry both on the coast and in the city.

John Lucas was born of English parents in 1823, but was brought up in the city of New York, and has been connected with the plaster business for forty years. He had charge of the largest plaster mills in New York, where he was Superintendent for seventeen years. While there he made many new inventions, and utilized many new ideas of value pertaining to the manufacture of plaster.

J. William Lucas, his son, commenced at these mills in New York, at the bottom, one might say, of the business. He was born in 1848. His birthplace was New York city. He received good, solid commercial education in the common schools of that city. At the age of 17, under the instruction of his father, he learned how to manufacture Plaster of Paris. After serving an apprenticeship of ten years, he thought he would start out for himself. He went West and embarked in the business. He was fairly successful at first, and thought he could fight the world's battles alone; but he soon found out that he needed the practical experience of his father and a general

knowledge of business to achieve the success that he sought. Father and son accordingly joined forces, and had a very successful trade. They knew something about the consumption of plaster on the Pacific Coast, and they thought there was a good prospect for plaster mills here.

In 1874 father and son came to the coast by rail, the journey occupying eight days. They built the Golden Gate Plaster Mills at 215 to 217 Main street, where they have labored in the business ever since. For more than a quarter of a century all the plaster used in the State of California had been imported in clippers via Cape Horn, and the business was a very profitable one to importers. When the Lucases, father and son, started, there were very few people who did not predict a lamentable failure; but they had practical knowledge and experience, knew what they were about, knew their market, and how to produce a good article, and persevered in the face of every opposition and discouragement. Of the latter there was abundance; not the least of which was that many unsuccessful attempts had been made to manufacture plaster previously. Consequently they found it up-hill work to convince the people here that a good article in all respects, equal, if not superior to that imported, could and would be manufactured on this coast. The first trial given their plaster was at the Palace Hotel. It gave good satisfaction, and the building was finished with the Golden Gate brand, some three thousand barrels being used. This gave them a grand start and great encouragement, and from that day up to the present they have slowly but surely

gained ground in their business on this coast.

They have from two different mines an inexhaustible supply of the right quality of gypsum, which they manufacture into Plaster of Paris, and manufacture the right quality. They have built up on this coast a business of no little importance. At present classed amongst our minor industries, in future it will assume more noteworthy dimensions. Nothing but great practical knowledge, the experience of a lifetime and unconquerable energy could have brought success to those interested in the face of the great difficulties and the vigorous opposition from formerly old and well-known brands that they have had to encounter in the course of their arduous struggle to establish themselves, but success has come to them.

While Mr. John Lucas is still a vigorous, hale old gentleman, and while his son, J. William Lucas, is yet in the prime of life, a wise division of labor has aided measurably in their success. Mr. John Lucas takes charge of the manufacturing portion of the business, while J. William Lucas attends to that pertaining to the office and sales.

The grandson, William F. Lucas,

who is now 21 years old, is fast mastering the details of the industry. He at present attends to the office and accounts, and, like his father, will in due time master all the details of the manufacture from his grandfather, as some day he will probably become the successor to both in the Golden Gate Plaster Mills.

Mr. John Lucas, Sr., unbowed and unbent by the weight of years, does not look to be over fifty, and still may perform the work of a generation. His vigorous constitution, inherited from an old English ancestry, has not been impaired by the wear, tear or worry of a long life. His son, a gentleman of medium size, robust in form, ruddy, rotund countenance, with good humor gleaming from every lineament of his face, is one of our smartest business men, and possesses, in addition to the desirable qualities of his ancestry, a full measure of American wit and humor, which is constantly overflowing and which never seems to abandon him under any and all circumstances. The grandson is a youth of bright promise, strictly attentive to business, and bids fair to be one of San Francisco's future representative manufacturers and business men.



D. A. MAGDONALD.

D. A. MACDONALD.

IN 1852, the good ship "Samuel Appleton" brought to this city a gentleman of whom we give the following sketch. He came from Prince Edward Island, bringing with him a good character, an indomitable will, and the trade and tools of a carpenter. Not only these, but a pride of family, for he belongs to the Scottish clan whose name he bears, and whose record in the annals of Scotland for heroic deeds and suffering in the cause of loyalty and truth is unsurpassed and unsurpassable. For two years after his arrival he followed his trade, but in 1854 went into partnership with B. T. Chase and bought a small planing mill at Beale and Market streets. Upon the death of Mr. Chase he was appointed administrator of his estate and guardian of his children. He was so faithful and successful with this trust, that Judge Myrick complimented him in open court at the time of the settlement.

About ten years ago, Mr. Macdonald moved to his present location on Spear street, first conducting the business in his own name, but afterwards organized it into a corporation. He has been no stranger to political life. He was elected Supervisor of the Twelfth Ward in 1873-5 by the Taxpayers, and had charge of the New City Hall as Chairman of the Building Committee of the Board of Supervisors, under the regime of Hon. James Otis, Mayor, while the Democrats subsequently accorded him a similar mark of pub-

lic confidence. But he has always been conservative and looked upon public affairs more from the point of view of a business man solicitous for the public welfare than from that of the mere partisan. When San Francisco determined to celebrate the Centennial Anniversary of Independence in a manner befitting the occasion and her own importance, Mr. Macdonald was elected Grand Marshal by acclamation. The result of the choice was seen in the grandest and most orderly demonstration ever held in the Golden City. He has figured in military matters, having been Captain of the San Francisco Hussars for several years. For fifteen years he has been a Director of the Mechanics' Institute. He was twice elected Vice-President, and for a number of years an active member of the building and finance and executive committees. The institute owes much to his labors in its behalf. Though a North American by birth and an American citizen by adoption, he has never forgotten the land of his fathers, and has long been a conspicuous member of the Scottish societies of San Francisco. For seven years he was chief of the Caledonian Club, and is a welcome guest at every social gathering. His endeavors to advance the condition of San Francisco industrially, and to promote the welfare of the State generally, should not be forgotten. The mechanics of San Francisco owe him a debt of gratitude, he being the first and only one to start the nine-hour system of labor in this city, twenty-one years ago, and kept it up ever since, while all other mills were running ten hours, until within a very short time.



WILLIAM MCAFEE,

WILLIAM MCAFEE.

BITISH COLUMBIA has produced a hardy, industrious, and talented race. Some of our best citizens in New England and the West were born within its border. With its rugged climate and its hardy sons inured to toil, it has proved a most valuable nursery of men. To the ambitious and enterprising amongst them, the great republic across the border has always appeared a veritable land of promise. Amongst those whose labors have helped to build up the land of their adoption and shed luster on the land of their birth, we must number William McAfee, the pioneer boiler manufacturer of San Francisco and the Pacific Coast. He was born at St. Johns, New Brunswick, on March 6, 1829. He was educated in the common schools of that city. At the age of 14 he was apprenticed to a blacksmith, with whom he remained about two years. At the end of this time, young as he was, the spirit of enterprise filled him with an ambition beyond his years, and going to Boston, the Mecca of the Northwestern land, he sought employment. He found it in a boiler shop where he served as rivet-heater and boiler-maker, about six years. It was then the golden year of '49, and the fame of California's mines had filled the earth and sent tens of thousands, by land and sea, to seek the new El Dorado. Besides gold seekers, great numbers of mechanics, merchants and others found their way thither. Mr. McAfee had a longing to seek the new country, and with six others entered into a contract to go to California and build a steamboat, which was to ply on San Francisco Bay. It was named the

Henry T. Clay. This was the first ever seen in our waters. Mr. McAfee was to do the boiler work. The boat was shipped in sections on the bark "Emma," which left Bath, Me., in October, 1849. The "Emma" had an exciting and adventurous voyage and arrived at San Francisco on June 16, 1850. The boat was put together at what is now known as South Park. During the following six years Mr. McAfee worked for the P. M. S. S. Co. as foreman boiler-maker, and was also foreman boiler-maker at Mare Island Navy Yard, where the late Admiral Farragut became his great friend. He mined at Bidwell's Bar, Yuba County, for two years. In 1856 he accepted the position of foreman with Coffee & Risdon, where he remained twelve years. During this time he put up the largest boilers ever built on the Pacific Coast, including those for the steamers "Orizaba" (these being 60 tons each, the largest built on this coast, all being made by hand), "Capital," "Chrysopolis," and "Yosemite." Having now had seventeen years' experience of California life, and having amassed sufficient capital, he, in 1866, formed a partnership with R. Baurhyte, then the chief engineer of the steamer "Capital."

The new establishment was opened on Howard street, between Fremont and Beale, and as Mr. McAfee was well known, it at once commanded a large amount of business. The following year James Spiers bought out Baurhyte's interest and the firm of McAfee, Spiers & Co. was formed. Mr. Spiers was his partner for the next ten years. In 1877 Mr. McAfee

sold out his interest to Mr. Spiers and established the McAfee Boiler Works at 216 Spear street, which have remained at the same location ever since. In 1884 he admitted his son William A. McAfee to partnership, the firm being now known as that of William McAfee & Son. It has been one of the most successful manufacturing establishments in San Francisco. Mr. McAfee was married in 1852 to Miss Ann Campbell. They have lived happily together and have had a large and interesting family of eleven children, seven of whom are now living. One, as already stated above, is a partner with his father and has proved himself a most successful business man, and is one of our men of promise of the future. The others are Susan, George, Frank, Jennie, Hattie, and Robert, the last-named being the youngest.

Mr. McAfee is a charter member of Pacific Lodge, A. O. O. F., having been a member of Yerba Buena Lodge No. 15, afterwards becoming a member of Pacific Lodge No. 55. He is also a prominent member of Valley Lodge, A. O. U. W. He has

never sought public office all this time, his attention being devoted to his business interests and those of his family. His tastes are all domestic. When free from business cares his principal solace is in the enjoyment of the society of his family. The pioneers, those who have built up the great industries of San Francisco, will ever be held in grateful remembrance by the historian, and will always be justly regarded as prominent amongst the founders of the commonwealth of California. The struggles and trials of those who have first trodden the rugged pathway that leads to success in industrial pursuits will be better appreciated by those who come after them than by their contemporaries or the present generation, and posterity in the annals of the city will leave them monuments of everlasting fame. Manufactures are the foundation of commerce and national wealth, and too much honor cannot be conferred on those who have in the first instance established them. Amongst these, William McAfee may proudly claim a foremost rank.



J. H. McMENOMY.

CAPTAIN JOHN H. MCMENOMY.

NO record of our self-made men would be complete that did not include the name of John H. McMenemy. For the more than twenty-nine years he has been a resident of San Francisco he has prospered in life, and his fortune has steadily advanced with the growth in population and importance of the Golden City. He was born in Troy, N. Y., in 1841. He received his early education in the public schools in that city, but the departure of his father to California in 1852 compelled him to learn the sturdy lessons taught in the stern school of life and that of self-reliance, as he was then obliged to help in the support of the family. When only eleven years old, he made his first start in life as a newsboy, but the lad was ambitious and determined to improve his condition. He therefore became an apprentice in his native city. Here he learned the molder's art, and before he left this establishment, became a proficient workman. His father, who had tempted fortune in far off California with moderate success, returned to Troy in 1854. Making up his mind to embark in the farming business in the then new Northwest, he moved out with his family to Wisconsin, but the humdrum life of a farm in a far distant State was not to the taste of the man whose blood had been fired by the search for gold and the adventurous life of the mining camps of California. He had an ever-longing desire to return, and in 1857, having sold out his farm, found his way back to Troy. Thence he sailed for San Francisco, and sent for his family the year ensuing. They arrived here via the Isthmus on the fourteenth day of February, 1858. John H.,

now 17 years old, went to the mines with his father, but soon determined that all that glitters was not gold. He turned his back upon the mines forever and concluded to engage in more profitable, if more prosaic, pursuits than that of gold hunting. He first became foreman of the late Daniel McGlynn, then contractor for the Howard-street Road. On its completion he went back to Calaveras, but did not again engage in mining. His brother-in-law carried on the butcher business and he became his assistant. He sought San Francisco again in 1861 and found employment with William Smith, then engaged in the wholesale butchering trade and now a member of the firm of J. G. James & Co. After a brief stay of four months with Mr. Smith he was hired by Stephen Story, of the Occidental Market. Here he remained four years, working industriously and acquiring a large number of friends and business acquaintances. So well was he known and so much respected for integrity and ability, that in 1866 he was enabled to open a stall of his own in the same market. Here he prospered for about one year; but when the California Market was opened, in 1867, he immediately rented Stall No. 7, the central one occupied by him to-day. To this he has added several others in the course of the long years since intervening, until now his trade is one of the largest of the kind in the city. He entered in 1885 into the business of feeding fat cattle for this market, especially for his own trade, and in this has been completely successful. The cattle fed by him would be hard to

match either in California or the United States. He is the only retailer in the State who stall feeds and kills his own cattle. He has thus aroused a healthy competition amongst those whose business it is to supply the markets of San Francisco with that indispensable article—healthy, fresh meat, and from this point of view may be regarded as a benefactor to the State. All the cattle sold by him are fed and killed in his establishment which is as clean as the cleanest dairy in the country. He has experimented on polled Angus and Durham cattle as well as other noted breeds. City and State have benefited by the results of his experiments. In 1866 he married Miss Story, who has borne him nine children. He is public-spirited and deserves well of the State and city as he has served seventeen years in the National Guard and never lost a drill. He was for ten years Captain of the McMahon Guard, having been

elected seven times consecutively and could have had that honorable position still had he chosen. This company was the only one of the old Third Regiment that was not disbanded and became Company A of the First Regiment. He was a member of the Volunteer Fire Department for five years, during which time he never missed a fire. These twenty-two years of public service have been without pay and for the good of the community. He is now exempt from military duty and an exempt fireman as well. He has a beautiful home in Golden Gate, Alameda County, which is all that a business man can desire. He is tall, muscular and well made, handsome in person, and liberal in heart. He has attained his present position by courage, energy and unremitting industry. Being still a young man he has, no doubt, a brilliant career before him. He is a good example of a self-made man of San Francisco.



WILLIAM LAWRENCE MERRY.

WILLIAM LAWRENCE MERRY.

WILLIAM L. MERRY comes from a New York family of English extraction, and is now 54 years of age. It was the intention of his parents that he should study law, and to this end his early education was directed. But in 1850 his father bought and loaded an American vessel in which the family arrived at San Francisco in June, 1850. In June, 1851, he first went to sea before the mast, and for sixteen years was afloat, except during a period of three years when he represented New York transportation corporations in Nicaragua and Panama.

During his experience at sea, Captain Merry has been five times around the world, eleven times around Cape Horn, and six times around the Cape of Good Hope. He has always been a student and a close observer, constantly acquiring information. His early education and natural talent combine to make him a fluent writer and conversationalist.

His first command was the clipper "Tornado," of New York, to which vessel he was temporarily appointed during the illness of Captain Mumford, with whom he was first officer. He subsequently commanded the clipper ship "White Falcon," the steamships "America," "Arago," "Nebraska," "Fulton," "Dakota," and "Montana," all of New York, and navigating between New York and Nicaragua and Panama, also from San Francisco to Central American ports. The wide experience and the knowledge of foreign countries obtained by visits to all parts of the world, and his habit, never relaxed, of "learning something every day," make him a man of

marked ability, and have drawn him into intercourse with the foremost men of the country. His knowledge of the isthmian canal question probably equals that of any one living. Aside from having studied it attentively for years, he has the great advantage of an intimate knowledge of all the local conditions from personal and repeated examination of the routes. Thus, when Lesseps boldly announced his intention of building a Panama sea-level canal in 1880, Captain Merry did not hesitate to publicly assert that he would fail; an assertion which our French fellow-citizens deemed presumptuous, but which events have proven correct. His advocacy of the Nicaragua Canal has been persistent, able and judicious; events tend to prove that his opinion in its favor will be borne out by results, there, as at Panama.

In 1880 the interoceanic canal question was engaging public attention here for the first time. Very little was known on the Pacific Coast as to the merits of the different routes, although many pioneer Californians had passed over Panama and Nicaragua, and had some general ideas about the matter, which is more than could then be said of any other community in the world. The Board of Trade of San Francisco appointed a committee to report on the subject, and Captain Merry was placed at its head. The published report of this committee attracted attention all over the country, especially at Washington. When the canal question came up in Congress, Captain Merry was invited to appear before the committee having charge of the subject, and made two prolonged visits to the Capital in the interest of the Nica-

ragua Canal Company, in which he had then become interested. He then proved himself fully competent to combat the fallacies of Captain Eads with his ship railway, as well as the Panama tide-level project at Panama. The company then owning the Nicaragua Canal concession lost it through the failure of the Incorporation Bill in Congress. It passed the Senate, but as it had to be called up out of order in the House it failed to pass, although it had within five votes of a two-thirds majority. Captain Merry has never given up his interest in the Nicaragua Canal, however. His friendship with the principal public men of Nicaragua always led them to regard him as their best friend in this country, and they have constantly urged him to assist them in pushing the enterprise to a successful conclusion. He has written articles on the subject which have attracted public attention throughout the Republic, and has addressed many audiences in favor of a project which he has always contended will be a great boon to the Pacific Coast, and of important advantage to the whole country. It may be safely asserted that his interest in this great enterprise will never flag, and that before many years his efforts will be rewarded by the passage through Nicaragua of ships bearing the American flag. In fact, jointly with Admiral Ammen, U. S. Navy, and Chief Engineer Menocal, the name of William L. Merry is inseparably connected with the Nicaragua Canal.

The shipping interest of the United States has recognized his intimate knowledge of the conditions connected therewith by electing him President of the Pacific Coast Department American Shipping and Industrial League, which position he now holds. Captain Merry is also one of the Directors of the Merchants' Exchange of this city, and one of the Trustees of the Chamber of Commerce.

In 1884 his name was placed at the head of the Republican Municipal ticket for the Mayoralty of San Francisco, and was defeated by the late Governor Bartlett, whose election carried with it no comment upon his opponent, who emerged from the political contest with character and ability unquestioned. Captain Merry was subsequently twice elected President of the Chamber of Commerce of San Francisco, and so increased the membership and influence of this pioneer commercial organization of the Pacific Coast, that he was retired at his urgent request and presented with a testimonial which has never before been tendered any retiring President of the Chamber.

Since 1869, when Captain Merry resigned his position as commander of ocean steamships, he has engaged in commercial pursuits in this city. The firm of Merry, Faull & Co. is well and favorably known to our mercantile community, while his personal word is regarded as good as a written bond. His interest in the public welfare of our city and State never flags, and his many efforts on behalf of the commercial progress of San Francisco are familiar to all our readers. He is high in the Masonic Fraternity, being a life member of Oriental Lodge, No. 144, F. & A. M., of California Royal Arch Chapter No. 5, and of California Commandery, No. 1, K. C. But the Captain has always refused Masonic office, for his spare time is all given to his family and his books, when not devoted to public interests, without other compensation than an approving conscience. His age sits lightly on him, for his habits of life have been excellent, and although a hard worker, he is so methodical that mental labor is not as severe a tax as usual to the average business man. He represents the Republic of Nicaragua as Consul-General for the Pacific Coast Territories of the United States and is the Pacific Coast Agent of the Nicaragua Canal

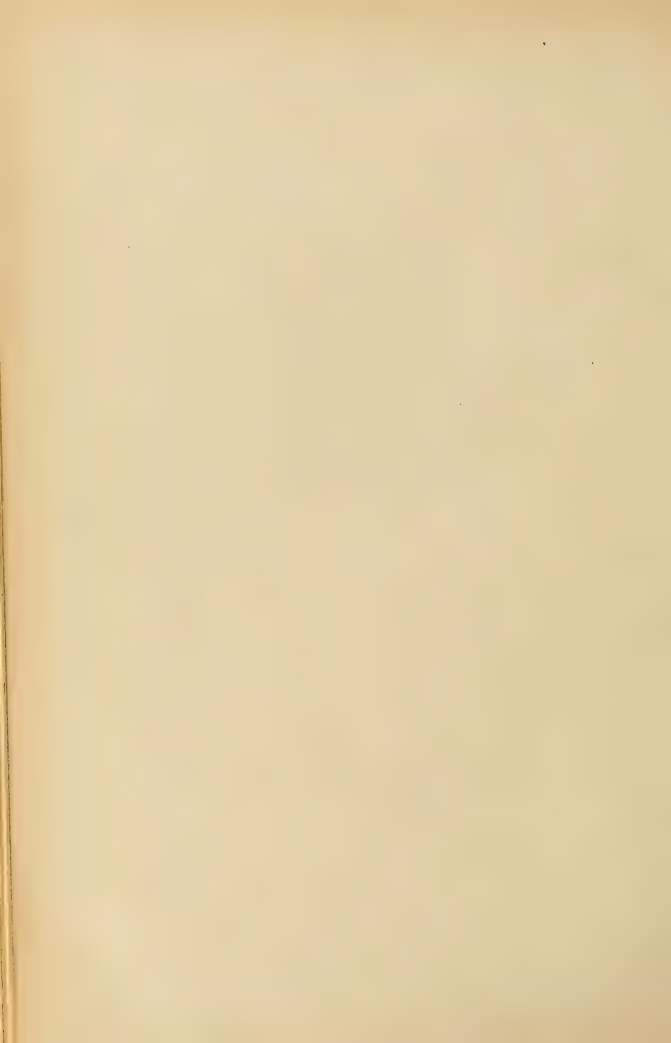
Construction Co., of which Hon. Warner Miller, of New York, is President.

Captain W. L. Merry is a thorough American, with patriotic belief in his country and in republican institutions, and an ardent

supporter of our public schools. His family and social connections are of the most agreeable character, and his life has been a long record of honorable usefulness, which it is hoped may be prolonged for years to come.



D. O. MILLS.



DARIUS OGDEN MILLS.

THE name of Darius Ogden Mills, for more than forty years, has been familiar to people on both sides of the Rocky Mountains as that of a great banker. Not only in this respect but also in that of an industrial pioneer it will long occupy a distinguished place in the roll of California worthies.

His family were of mingled Scotch and English descent and were among the early settlers of New York and New England. That branch from which he comes was, near the beginning of the century, settled in Westchester County in the State of New York, a location which though then a successful grazing and agricultural district, now forms one of the suburbs of New York city.

His father was a successful business man, took an active part in social and public affairs generally, and possessed a large influence in that section of the country.

At North Salem, in this district, on September 5, 1825, D. O. Mills was born. His father, in good condition as to wealth, gave all of his children excellent educations. Profiting by all these opportunities, Mr. Mills at an early age showed an aptitude for a business life and his surroundings brought him in close contact with business men, so that at the early age of eighteen years he began his life's work in New York city, and within three years went to Buffalo, N. Y., to the position of cashier of the Merchants' Bank of Erie County. Later he became a part owner in the bank. He was ever an untiring worker and acquired a keen insight into human nature.

At the age of twenty-two he start-

ed for California leaving his relations with the bank unchanged, thus having a reserve to draw upon. At Panama he found the city full of people who could not get away owing to want of vessels. He went south to Callao to obtain a vessel, but could only get a passage for himself from Callao to San Francisco arriving in the latter city June 4, 1849.

Sacramento was then the centre of trade with the mines and he engaged in procuring from the East large stocks of goods for the use of miners, and indeed made one trip to New York and back the next year for this purpose. Almost immediately, however, he went back to his first occupation of banking, and some of his old account books, still in his bank in that city, show that the transition from merchandising to banking took place in 1849, although the latter was not formally entered on until 1850.

The early business of the bank consisted largely in buying gold dust and selling exchange. Deposits were not of great volume, and the large express companies held most of these, but their failures and Mr. Mills' stability made him take their place in the community.

This bank is still in existence and is known as the National Bank of D. O. Mills & Co., and it advertises that he retains yet one-third interest; the remaining two-thirds being held by the original partners or their families.

On June 18, 1864, the Bank of California was opened of which Mr. Mills was President and a tenth owner of the capital—then \$2,000,000. This capital was soon increased to \$5,000,000, and the bank had a prosperous career for nine years and un-

til he retired from the management to give his time to his own rapidly increasing estate.

Two years later he was recalled to assist in the reorganization of the bank and gave three years of hard labor to this task, and then again retired feeling that his work was now well done.

During these years he became largely interested in such enterprises as the Virginia and Truckee Railroad, and the Carson and Colorado Railroad, and the Eureka and Palisade Railroad; also the Pacific Rolling Mills and the Pacific Oil and Lead Works and many others.

Though often urged, Mr. Mills has always declined taking any active part in politics; he votes for the best men irrespective of party. While a member of the Board of Regents of the State University, he invested \$75,000 in a fund to establish a chair or as it is known "The Mills' Professorship of Intellectual and Moral Philosophy and Civil Polity."

He has a liking for pictures and statuary, and presented to the State a fine piece of Italian marble carved in Florence, Italy, by Larkin G. Mead, of Vermont, into a beautiful group of three figures, one being Queen Isabella, another Columbus, and the third a page. Columbus has a ball in his hand, representing the globe, explaining to the Queen that the world is round, and asking for assistance to fit out an expedition to discover the New World. The Queen's reply is that: "I will as-

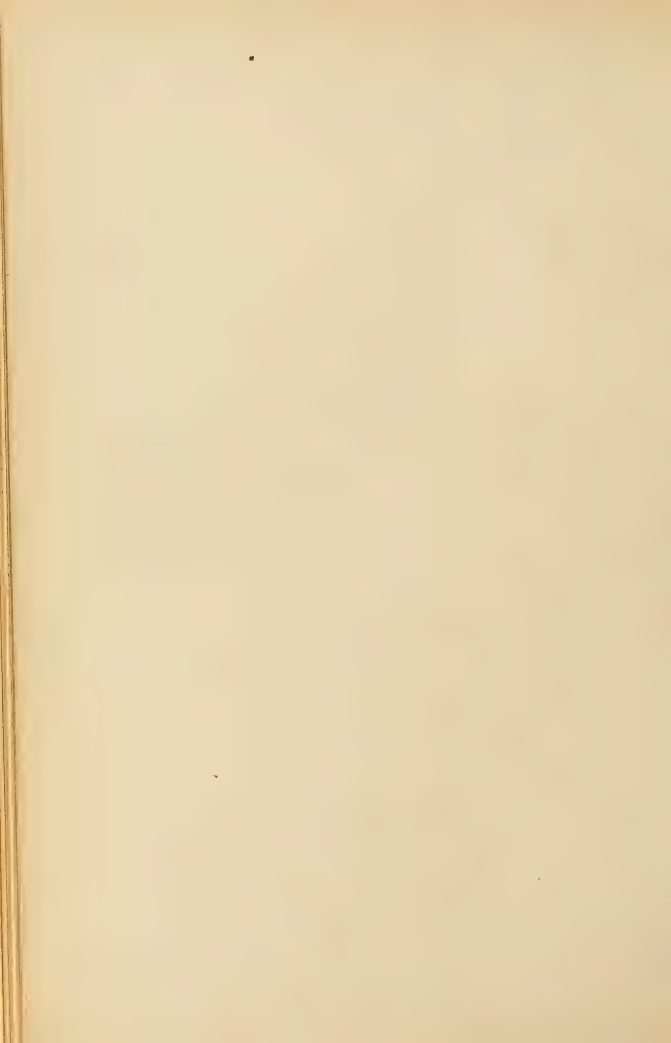
sume the undertaking for my own Crown of Castile, and am ready to pawn my jewels to defray the expenses of it, if the funds in the treasury shall be found inadequate." It cost \$30,000, and is a masterpiece of work, and the only piece of art of the kind in the United States.

In New York he has built a fine training school for male nurses. This and his other deeds of charity will give emphasis to the universal verdict of the people of the United States who know him that his easy, polite and unaffected manner springs from the heart and not from selfish policy. His business ventures have proven him to hold a clear judgment and to be conservative. He is yet in his prime, and doubtless has long years of usefulness before him. His name is one of peculiar power in the financial world, and it will long be remembered as that of one of California's great men and as the name of one of the great "Builders of San Francisco."

On September 5, 1854, D. O. Mills married Jane T. Cunningham, a most estimable lady, whose death in 1888 was a cause of profound regret to her many friends. They had two children, both living, a daughter and a son. The daughter is Mrs. Whitelaw Reid, and is at this writing in Paris with her husband who is Minister to France from the United States. The son is quite busy in assisting his father to manage affairs, and is respected universally.



F. B. MORROW.



FREDERICK B. MORROW.

IN compiling the biographical sketches of San Francisco's representative men in commerce, manufacture, etc., it is not amiss to briefly mention the career of the late Frederick B. Morrow, who, during the years he was identified with the business interests of the city, had, by his indomitable pluck, foresight and intelligence, earned a most enviable reputation in commercial circles. Whilst in his prime he was suddenly carried away, and, by his death the city lost one of its brightest public-spirited business men.

Mr. Morrow was born in Rehoboth, Bristol County, Mass., November 12, 1857. He was raised on a farm, and during his boyhood days received such educational advantages as were afforded by the neighboring schools. Possessing that sturdy and independent nature, characteristic of most of our New England boys, he, at an early age, determined to make a start in the world and carve out his own future and fortune. On learning of the possibilities of success to be obtained in the far west, he concluded to come to California, and when but eleven years of age, in company with his brother, Mr. J. A. Morrow, now of the Pacific Metal Works in this city, he left his country home for New York City. Here the two brothers took passage on a steamer bound for Aspinwall; arriving there they crossed the Isthmus and took the first steamer for San Francisco, where they arrived in October, 1868. It was a short time before this that San Francisco experienced that memorable heavy earthquake, which did such damage to many of the city's large buildings. This, however,

did not deter the young men from deciding on making California their future home. Soon after their arrival they embraced a good opportunity offered them to purchase a dairy ranch in Sonoma County, where they remained until 1875, and then moved to Oakland. Mr. Morrow always had a desire of entering into mercantile pursuits, which his natural bent of mind fitted him for, and he sought for an opening, where his latent talent in that direction could have full scope. Six months afterwards he succeeded in buying Mr. Nisonger's interest in the firm of Nisonger & Miller Metal Works, situated at 215 First street in this city. Though unacquainted with the business Mr. Morrow was not long in mastering its details. Shortly after his accession to the partnership Mr. Miller sold out his interest to Mr. N. R. Strong, and the firm then became known as Morrow & Strong. Mr. Morrow lent his energy and ability to the promotion of the business, and his efforts were awarded with the most signal success. In 1880 the firm, finding their place inadequate to meet the growth of their trade, moved to a larger building at 115 First street. Here they continued until December, 1886. Their business had now assumed such proportions as to necessitate still larger quarters, and at this time they had decided to incorporate, so they moved to the more commodious premises at 141 First street. A stock company was then organized, with a capital of \$23,500, in January, 1887, under the name of the Pacific Metal Works, and the following Directors elected: F. B. Morrow, President; N. R. Strong,

Vice-President; J. A. Morrow, Secretary; John S. Reese, Manager, and W. H. Morrow, Manager of their Portland, Or., branch.

The business had from time to time extended until the whole Pacific Coast was brought within the range of their field of operations, and in 1880 their trade in the Northwest had grown to such an extent that they found it necessary to open a branch house in Portland, Or., and Mr. W. H. Morrow was sent there to take charge of it.

Since its incorporation the company's stock increased, until now the capital is \$60,000. The excellent standing of the company, commercially, and its reputation throughout the coast for fair and honorable dealing, in addition to the acknowledged fine quality of all the material turned out of its shops, has made it in all respects one of the strongest concerns in San Francisco. To placing the business upon the firm financial basis it now enjoys Mr. Morrow contributed no small share. His death, which brought about a slight change in the directorship, Mr. John S.

Reese, who is an experienced metal expert, being elected President, has, however, not in the least affected the growing prosperity of the company.

There was no important public movement but found in Mr. Morrow an earnest friend and promoter, and he was always looked upon as one of the city's most enterprising men. Of a genial and unassuming demeanor he was endeared to a host of friends, and the community in which he lived esteemed and honored him as an upright man and a representative citizen.

In April, 1882, he was married to a very estimable lady of Oakland, Miss Kirkman, the result of which union was two daughters, whose ages at the time of his death were respectively six and four years.

Mr. Morrow's death was brought about by being kicked in the forehead by his horse, causing a fracture of the skull. Two days before his demise his skull was trepanned but to no avail. He died on the 23d of April, 1889, and was buried from the Plymouth-avenue Congregational Church, Oakland.



S. G. MURPHY,

SAMUEL GREEN MURPHY.

EVERY section of the Union has contributed the talent, genius and enterprise of its sons to help build up this great commonwealth on the Pacific; so also has every rank and section of society. Some of our best commercial men and kings of finance have been recruited from the ranks of the people, and have climbed the ladder from the very lowest to the topmost rung. The bankers of San Francisco are not excelled in financial knowledge and business ability by those of any other section of our great country. Amongst those who have been noted for their success in banking affairs, Samuel Green Murphy is not the least prominent. He was born in Guilford County, North Carolina, on November 6, 1836, and is therefore still in the prime of an active life. His father was a farmer, but he was connected with some of the best families of his native State. His grandfather took an active part in the revolution that freed the colonies, while the noted jurist, Judge Murphy, celebrated in the history of North Carolina, was a great-uncle. While yet a boy he went to work in a country store at the not munificent salary of \$30 a year—board and washing included. Even under these unfavorable circumstances he saved the first year the sum of \$4 25, not a great foundation for a future fortune. But the lad was full of grit and enterprise, and this circumstance, though trifling in itself, gave good promise of what his future was to be. He then took employment in an uncle's store and gave such satisfaction that in three years he was sent to New York to act as purchasing agent for the house; and then, acception of sales-

man in one of the larger dry goods houses. He was then engaged by the New York house at a salary of \$1800 a year, which was a big salary for those days. He remained in this position for two years, and on being taken sick he returned to North Carolina. After he recovered his health he went into business with his uncle, who was engaged in the manufacture of tobacco. He traveled throughout the South and West as salesman for the establishment. When Lincoln was elected he was in northern Kansas, where he came near losing his life in a snow-storm. Going to Chicago he secured a position in a commercial house there. When he saw that war was inevitable he resigned, and returned to his native State. Excitement ran high, but the conservative people were in favor of settling the trouble by peaceable means. Mr. Murphy was of the opinion that the matter should be settled by Congress, and not by an appeal to arms. But such counsels were not suited to the then excited temper of the people, and war being declared, he cast his lot with his native State, and served with distinction. After an almost fatal illness he retired from the service. When peace once more happily prevailed throughout the land he returned to New York city, and there for about a year was engaged in the commission business. Going thence to Columbus, Ga., he formed a partnership with G. P. Swift (establishing the firm, Swift, Murphy & Co.), who was conducting a general warehouse and commission cotton factor for the planters. Here he married Mr. Swift's daughter, a handsome and estimable lady, on June 1, 1870. The business prospered, and he and

Mr. Swift together built a large cotton-mill. In August, 1876, he visited this coast on a pleasure trip, and being delighted with the climate concluded to make his future home in the Golden State. In June, 1877, he settled himself permanently in California. Having some business at the Pacific Bank, he was offered the position of assistant cashier, without asking for it. This he accepted, and in 1878, when the cashier retired, Mr. Murphy took his place. He remained in the bank four years, thence going to New York and engaging in banking there. But he could not forget California, and returned in 1884 and again took the position of cashier of the Pacific Bank where he remained until January, 1888. He was then offered and accepted the position of President of the First National Bank. He has an interesting

family, including two daughters now at school. He has traveled much, having made several trips to Europe for pleasure and in search of information. He has seen much of life in his somewhat eventful career, and his judgment of things is generally accurate and reliable. The necessities of his position, that of banker, have made him cautious and conservative, characteristics indispensable in a financier. In conversation he is pleasant and agreeable, but as a rule is strictly business, and wastes little time in discussing pleasantries or other frivolities of the day. He has no political ambitions, being satisfied to serve his country in the ranks. He stands high amongst bankers, and his advice in financial matters is generally followed. We predict for him a long career of usefulness in his chosen profession.



CARLTON NEWMAN.

CARLTON NEWMAN.

SAN FRANCISCO — California — can never sufficiently pay the deep debt of gratitude it owes to our pioneer manufacturers. Without manufactures a community is robbed of two-thirds of its wealth, and must always remain poor until they are solidly established. A history of the trials and struggles of the pioneer men would be one of absorbing interest. To them is due all and every honor the commonwealth can bestow. Their brains, capital and labor have been used unstintingly to lay deep the foundation of its prosperity, and future generations, as well as the people of our own day, will have cause to bless the enterprise and courage of those who have been successful. Among the manufacturers, we know none of more inventive brain and indomitable energy than the late Carlton Newman. He was a born inventor, and one of the best business men of his day. The magnificent industry built up by him from nothing sufficiently attests this. He was born in Wheeling, W. Va., June 26, 1829. At an early age he learned the trade of glassblowing. He removed with his mother and brothers to Pittsburg, Penn., in 1848. Here his early manhood was passed amidst the busy industrial scenes of "the smoky city." He received a good common school education, and supplemented this in after life by diligent study of what pertained to his calling.

In Pittsburg he perfected the knowledge of his trade, though he was all his life a diligent student of mechanical problems. He was an early inventor, many of his inventions pertaining to his own line of business. With the result of the sale

of two patents he obtained the means to reach this coast, where, with his family, he arrived in 1863.

In 1865 he saw an opportunity to build up the glass business known as the San Francisco Glass Works, located on Ritch and Townsend streets, Carlton Newman and P. Brennen composing the firm. They were engaged in the manufacture of green and black glassware. In 1867 a new copartnership was formed—that of Hosstetter, Smith & Dean—and with increased capital they established the first flint glassworks in this city—an eight-pot furnace for making white glassware. The location was on Townsend street, between Third and Fourth. Here Mr. Newman was the manager and practical business man.

In 1868 the works, having been but fairly started, were destroyed by fire in the Fall of the year. Mr. Newman was again thrown on his own resources to battle with the world. He had nothing left save indomitable pluck and perseverance, and a knowledge of his business which was not easily paralleled. So, nothing daunted, in 1870 he started again, organizing the San Francisco Glass Works, of which Newman and Duval were proprietors, Mr. Newman being senior partner. In his struggle against adverse fortune he was aided by some of our leading business men, who had admired his honesty, energy and ability. From this time on he prospered in business, and the San Francisco Glass Works soon became a power in the industrial world.

In 1876 a consolidation was effected with the Pacific Glass Works, and John Taylor, proprietor of the latter,

retired. Later Mr. Newman became sole proprietor of the San Francisco and Pacific Glass Works, as the new organization was known. Several attempts were made to start opposition factories, but none succeeded; no less than seven factories having started and made failures.

In 1883 he built a furnace especially adapted to what is known as flint glassware. This was the second venture of the kind in San Francisco. He believed that an opportunity existed for its successful establishment. He found, however, after spending \$18,000 that it would not be profitable and he closed this department. This did not, however, interfere with his manufacture of black, green and amber glassware, which is to-day a success.

Mr. Newman died March 8, 1889. He was attached to no particular church, but fulfilled all the precepts of a practical religion, and, though making no show, was benevolent and charitable in a private way. He was a man of warm heart and generous impulses, manly and outspoken; a good brother and a kind father; an excellent business man; a typical American, possessing great love for our flag and country. In politics he was a Republican, but was above party narrowness, and favored the right regardless of the side it was found on.

He was a member of the Manufacturers' Association, and was (a matter in which he took no small pleasure) elected unsolicited a Director of the Mechanics' Institute a few weeks before his death. When the latter took place the Directors of the Institute adopted, for presentation to his family, a series of eulogistic resolutions in honor of his memory. He was a Royal Arch Mason, a member of San

Francisco Lodge, No. 1, F. and A. M.; a member of Occidental Lodge, No. 22, F. and A. M.; a member of Yerba Buena Lodge, No. 1788, Knights of Honor; a member of Yerba Buena Lodge, No. 15, I. O. O. F., and of Fidelity Lodge, American Legion of Honor.

In dying he left a widow and one son, George, and three daughters, all the latter married. His oldest son died in his early infancy. His son George is now identified with the successful business that his father built up and planted on such broad foundations.

During the closing year of Mr. Newman's life he had great faith in the fruit-growing possibilities of this State, and wishing besides to establish a country home where he could occasionally rest from the busy cares of city life, he purchased a large ranch in Santa Clara County which he set out with the choicest of fruit trees. This, outside of the successful establishment of the glass industry in this State, was one of the great objects of his ambition, but at last death came and cut him off in the prime of life, while yet planning many notable triumphs in the industrial field. As the founder of the glass manufacturing industry of this city and coast amidst difficulties almost unsurmountable, he proved himself a man of mark, and one entitled to the gratitude of posterity, for this is bound to be one of the greatest of our manufactures. He was universally esteemed for his honesty, worth and sterling business qualities, and in him San Francisco has lost one of her most enterprising industrial workers, a public benefactor, and a man who may be classed pre-eminently as one of "The Builders of a Great City."



GEORGE W. OSBORN.

GEORGE W. OSBORN.

THE world owes a deep debt of gratitude to the early pioneers of California. They it were who rendered possible the development of the myriad resources of the Golden State and its consequent boundless future riches. The result of the effort of each particular one has not in all cases been great, but when we multiply this one hundred thousand fold some inadequate idea may be had of the mighty work performed by those who left home and kindred to seek their fortunes in an unknown land. We read the reward, and in many instances the only reward, vouchsafed to their heroic and self-sacrificing efforts. Many, however, have amassed a liberal fortune as the result of their early toils and labor. Amongst these may be counted George W. Osborn. This gentleman possesses a memory retentive of names, facts and faces, and as for the past forty years he has been brought into almost daily contact with the leading men of San Francisco, and besides has a rich fund of pioneer experience to draw from, he is one of the most racy raconteurs who tell of the olden times and relate stories of camp, field and foray. The world has never produced so many good story tellers as are numbered among the Argonauts, who acquired the art in the mining camp, where were generally congregated men with vivid imaginations, filled with the spirit of emulous wit, rendering them unable to tell their experiences, except in a humorous vein, and making them wander from the straight paths of fact into those of fun and fiction, as if to do so were a part of their nature.

George W. Osborn first saw the light of day among the white mountains of the American Switzerland, New Hampshire, in 1831. His father was the keeper of a modest inn, and the owner of a blacksmith shop, with a wagon making place attached. While he was still a small boy, his family moved to Boston, and again to Waltham, and in the latter place he finished his education, but, in his own expressive language, "more time was devoted to sport than to books."

When the news of the new El Dorado reached the East, the gold fever seized upon young Osborn, and with but a trifle more money than was necessary to furnish his passage, he hardly stopped to say "good-bye" to any one, and was soon on his voyage.

Reaching Panama, 1850, without friends or means, he found that the steamer he intended to take had not arrived and might not for weeks to come. He had no money to pay for lodging, and so made his bed under the trees outside the walls of the city. Through the efforts of Tom Hyer, a noted sport and pugilist of those days, he got his ticket changed, and as a deck passenger was soon on his way to San Francisco. One of his fellow voyagers, who was very sick with Panama fever, was nursed tenderly by him until he died. He then took possession of the dead man's berth and blankets, and, with fifty dollars, which he had borrowed of a sympathetic traveling companion, the balance of the trip was made in comparative comfort and luxury.

Arriving here, he first found work in Benicia, and for a few days was employed in unloading vessels; after

this he was engaged in lathing a building, and making good wages he was soon in the possession of sufficient funds to pay his way to the mines on Bear River, where he was quite successful for a time, but the report of rich diggings on Scott River induced him and others to try their luck there. The expedition was fitted out at Sacramento, and as the pack train was leaving the town, a man came running at full speed down the street, crying out, "Osborn, Osborn." It was the very party from whom he had borrowed the fifty dollars on the steamer; he said he was "dead-broke," and asked if Mr. Osborn could help him. "Certainly, my dear fellow, come right into the store," was the reply; and there picking up the weight that was used in handling groceries, he laid it on one side of the scale and began pouring the gold dust from a bag into the tray which he continued to heap up until the fellow begged him to desist, and with tears in the eyes of both, they said "good-bye," and never met again.

The Scott River venture proved a failure, and Mr. Osborn returned to San Francisco penniless. He went to a cheap hotel and frankly told the landlord his condition, who promised to care for him until he could find something to do.

Next morning, in looking over the *Alta*, he saw a notice of the death of his father, who, without his knowledge, had followed him here, and died in the mines. He went to the place where his father had been mining, but finding no business there, he returned to San Francisco, and took a position as drayman, where, in time, he earned enough money to buy a team and dray of his own, and became the drayman for Canfield, Pierson & Co. He followed the draying business for some time, until the position of salesman for the same firm was offered him, and finally closed up the concern when they went out of business. While

employed here, he married Miss Susan E. Garfield, a cousin of the late President Garfield. By her he had one child, G. W. Osborn, Jr. After the close of the war he, in company with his wife and son, visited the East and all the noted battlefields of the rebellion.

Upon his return he, accompanied by Edward C. Sessions, of Oakland, began a real estate business at 619 Merchant street, San Francisco, which proved very successful. They handled much property, and their clients were among the millionaires of the city. One of the first operations of the new firm was in purchasing the ground now known as Oakland Point, subdividing it into lots and selling it. They next bought the Wadsworth Tract, and subdivided it, where now stands some of the finest houses in Oakland. Then they handled the Watson Tract; sold with profit to the sellers and buyers. He bought the Minturn estate in Alameda, which he subdivided and sold. Many of the lots have made the buyers rich men. He has taken great interest in and given considerable aid to public improvements, and is, himself, a large real estate owner. In 1889, on the 26th of March, he had the misfortune to lose his amiable wife. She, with her son, had been traveling in Europe for eight years, but on arriving at London on her return she died.

He was the originator of the idea of widening Dupont street, went to Sacramento, and worked two whole winter sessions in his effort to get the Assembly bill passed. He was finally successful. The result shows the wisdom of the act. It has enhanced the value of property in that section, and improved the appearance of the city. Regarding this period in his career Fleet F. Strother, as City Auditor, says: "In 1875 or 1876 the Dupont street property holders organized, and I was elected President and Chairman

of a committee to go to the Legislature, for the purpose of getting a bill passed to widen Dupont street from Market street to Broadway. The active men who did the work were George W. Osborn, Jacob Kohn, myself, and another. Mr. Osborn and I made ten or twelve trips to Sacramento, where we had access to the committees of both houses of the Legislature. I addressed them a number of times on the subject, and without the efforts of Mr. Osborn and myself the street would never have been widened, as Mr. Kohn only attended once. Mr. Osborn was an active worker from the beginning to the end—his services were simply invaluable. We never missed a meeting of the Legislature. He counseled and assisted me, and was never weary of devising ways and means for the passage of the bill. We were unable to extend the street to Broadway, as a number of property owners objected, particularly the church, so we had to be contented to have it widened to Bush street. This we did the last day of the session. The property holders did nothing. The only money paid by them was \$450 to Governor Haight for drawing up the bill and for other legal expenses to Senator Pierson. All the work was done in the face of strenuous opposition, particularly of Gov. Irwin, Senator McCoppin, who was particularly opposed to it, and Donahue. Through me, however, McCoppin was kept in town until the bill was passed. We never received one cent of remuneration. It was through me, Mr. Osborn and Con. O'Connor that the name was changed, first to Fleet street, and then because that happened to be my name, to Grant avenue. Here again his service was invaluable."

His son, G. W. Osborn, Jr., is a San Francisco boy, being born in this

city in 1860, near the present location of the Grand Opera House, and receiving as good an education as the public schools of our city could afford. He next was a graduate of the Pacific Business College. He was then sent to Harvard, and graduated from the Law School of that famous university. He was subsequently admitted to the Bar, and to the right of practicing in all the courts in San Francisco—City, State and Federal. He is a member of Fidelity Lodge, F. & A. M., of this city, in which organization he has advanced to the thirty-second degree, something unusual in one so young.

G. W. Osborn, Sr., is now interested in mining, and is the owner in whole or in part of several very large mining properties. He is half owner in the celebrated Boyle Mine on Humbug Creek, Siskiyou County, and which, in the opinion of mining men, will prove to be one of the richest mining properties in California. He is a member of Unity Lodge, I. O. O. F., in this city. While with Canfield, Pierson & Co. he joined the Volunteer Fire Department, being a member of Young America Company, which made a notable record in early days. He is still proud of this, and of being an Exempt Fireman, as are so many of our old and valued citizens. He is of a pleasant, genial disposition, fond of his joke, and never happier than when relating some of the humorous or eventful incidents connected with his life in the mines, and which would furnish abundant material for a dozen good stories of the Bret Hart type. Though forty years a resident of California, he is still hale and hearty. His step is elastic and vigorous, and his eyes bright as of yore, while a still useful life opens up its pleasant vista before him.



LOUIS B. PARROTT.

LOUIS B. PARROTT.

THIS city has boasted a notable succession of shipping houses; some dating as far back almost as 1848, and all worthy of remembrance for the services which they have rendered to our trade and commerce. Even the completion of the overland railroad has hardly interfered with their importance, to which there are promises of a magnificent accession in the future, when we have an interoceanic canal and swift steam communication with all the ports of the world. The founders of these houses have done as great service in building up the trade of San Francisco as have those of later date in putting her manufacturing industries on a secure footing.

The old and well-known banking house of Parrott & Co. was founded away back in the early days, and had a most successful career for twenty-two years. At the expiration of this period, in 1870, its business was turned over to the London and San Francisco Bank. At that time Mr. John Parrott was the proprietor of the bank. In retiring from banking, he, Tiburcio Parrott, William F. Babcock, Joseph W. Alsop and W. B. Duncan conducted a shipping and mercantile business in which they had been interested for several years previous. This was known as the importing and commission house of Alsop & Co., which had been represented in this city almost continuously for nearly twenty years.

For a while it had ceased to operate, but in January, 1866, was revived by the gentlemen named. In the year 1870 the firm name was changed to that of Parrott & Co.

Mr. Louis B. Parrott and Mr. Wm.

Babcock became members in 1876, thirteen years ago. Mr. P. has long occupied an important position in it, and is now senior member. He was born in the famous and wealthy city of Baltimore, Maryland, in 1842. Though a native of Maryland, his family was one of the first in Virginia. He received a solid education in his native State, and was engaged in the shipping and commission business in Mississippi, which, through a long and successful career, has ever since claimed his undivided attention. He came to California in 1865, not, like many others, in search of the much coveted treasure of her mines, but to take a clerkship in the banking house of Parrott & Co. He arrived via Panama, and had the usual experience of all who traveled by that route. After laboring hard for eleven years, and acquiring a thorough knowledge of what was to be his life business, he was admitted a member of the firm in 1876, as already mentioned.

Tiburcio Parrott retired in 1880, leaving William F. Babcock senior member. On the death of Mr. Babcock in 1885, Mr. Parrott, with Mr. W. Babcock, continued the business until December 30, 1887, when Mr. Babcock retired actively, and Mr. Joseph Plaw was admitted as a member. As already noted, the business is one of the oldest and largest in its line in the city, and has reached its present standing through the labors of a series of able and talented men. Not any of the financial panics of earlier or later days affected it, and it has kept on its way, acquiring strength with years. The business, of which Mr. Parrott is

head, extends to China, Japan, Australia, the East Indies, Central and South America and Europe, and consists in all the great staples which form the basis of our commerce with these countries. The house has been especially prominent in the great coffee trade with Central America. Mr. Parrott occupied the very responsible position of Guatemalan Consul for six years, for which his education and commercial connections especially fitted him. He is a member of the Chamber of Commerce and the Produce Exchange.

He belongs to the Pacific Union Club, and is also a member of the Bohemian Club. He was married in 1880 to an amiable and respected lady, who has borne him two children. He is a pleasant, unassuming gentleman of amiable manners. His business qualifications are such as become the responsible head of a house like that of Parrott & Co. He is of a charitable, friendly and obliging disposition, and has always preserved his character as a gentleman, unspotted and unstained during a long career.

JAMES PATTERSON.

THE successful pioneers of our California industries should be held in everlasting honor, as it is mainly by industrial pursuits that a people grow rich and powerful. The task of establishing such industries in our day is no easy one when powerful manufacturing States and nations have, at their beck and call, all that wealth and science and the latest triumphs of invention can bestow to keep them far ahead in the race. The industrial pioneer must therefore be no ordinary man even though often but the result of his labors are seen, while he himself, modest and shrinking from publicity, is not unseldom robbed of the credit and honor that is justly his due. We have been led into these observations by a consideration of how such a great industry as that of saw making in our city could be so successfully developed, while the men who have done it all were, for the most part, hardly known outside of their own immediate circle. This is one of the industries which has successfully maintained itself against the wealth and power of the Eastern manufacturers in the same business, and sketches of those who have done it all will by no means come amiss. Not that there is anything of startling or absorbing interest in the record of their careers; on the contrary, they have gone on quietly, and we may say uneventfully, were it not for the success that has attended steady and unremitting toil well directed. James Patterson, the manager of the firm known as the "Pacific Saw Manufacturing Company," was born in Dalkeith, Scotland, in 1835. He was taught to be useful at a very early age, and helped

the family by his labors from the time that he was nine years old, so that he has been both literally and metaphorically the architect of his own fortune. He attended night school in New York while otherwise employed during the day. He left the shores of "Auld Scotia" in 1846, arriving in Baltimore in the same year. As he was then barely eleven years old, his education and training must be considered as having been wholly American. He was apprenticed to the business of saw making in Baltimore, and served three years at George Stead's establishment; thence going to New York he worked at Hoe's for eight years. Here he became a thorough mechanic, and as Hoe had a night school where the scholars were supplied not only with tuition, but with books, slates and pencils free, he laid here the solid foundation of a good business education. While an apprentice with George Stead at Baltimore, he first became acquainted with Charles P. Sheffield, who was afterwards to be a life partner in the business which both had learned.

Mr. Patterson came to the Pacific Coast in October, 1858, by the Panama route—on the steamer St. Louis on the Atlantic side and the Sonora on the Pacific side. In 1863 he met his old shopmate, C. P. Sheffield, in this city and both went into the business of saw repairing on the northeast corner of Battery and Jackson streets. While here engaged it occurred to them that saw manufacturing on a small scale would pay. The great and inexhaustible lumber resources of the Coast and the magnitude that they had even then

assumed, rendered the manufacture of saws for cutting down the forests already a great and thriving industry. But others were not at all of their opinion, and Mr. Patterson's landlord, who would have loaned him any amount of money under ordinary circumstances, regarded the new project as wild and chimerical, and said: "You are intelligent, industrious and have a knowledge of your business. I will loan you money, but not to make saws." "People who used saws all had their preferences," said Mr. Patterson. "Some used one brand of saws, some another; they would only give us second chance. We would say to them, 'If the saw does not suit you send it back at our expense.' For ten or fifteen years," continued Mr. Patterson, "it was just this way; but then it became acknowledged that we could make a saw better suited to the wants of the coast than any one else, and that it was merely a matter of price that sent custom elsewhere. In this we have been handicapped; we have to pay dearer for our material, dearer for our labor, for our fuel—more for everything. Could we manufacture as cheaply as in the Eastern States we could enjoy ten times the amount of business that we do. The first two mill saws that we made, one eleven

feet, the other twelve, were exhibited in the Mechanics' Institute Fair, held where the Lick House now stands. They were sold to McPherson & Wetherbee and to Duncan's Mills. Our first establishment was on the northeast corner of Battery and Jackson streets, in the old iron store still standing. We removed from that to Pine street, between Front and Battery, and then to our present location in 1868."

In 1864 Mr. Patterson, Mr. Sheffield and Mr. Spaulding joined themselves together under the style and title of the Pacific Saw Manufacturing Company. There has not been since any change in its personnel, but in 1884 the partners, like many others, thought it wise to incorporate.

Mr. Patterson was married in 1856 and has had several children. One son is engaged in the business with him, having learned the trade of saw-making in California.

In person Mr. Patterson is slightly over the middle height, strongly but not stoutly built, in the prime of life and in the full flush of mental and physical vigor, unassuming in manner, with a kindly word for everybody, but intensely practical; he is a fitting type of the successful pioneer in the San Francisco industrial world.



GEO. G. PERKINS.

GEORGE C. PERKINS.

NEW ENGLAND has no worthier son, nor one better known throughout the length and breadth of California, than the Hon. George Clement Perkins. His position in the mercantile community and in the political world has for a long series of years been second to that of none in our State, and we may add that in few instances has this prominence been better deserved. Yet, while such is the case, he has climbed the ladder of success round by round, having, throughout his diversified career, received none of the adventitious aids of wealth or fortune. His family traces its origin to England, but so far back that they may be truly regarded as essentially American. Their first settlement was made in Massachusetts, that small State which has given birth to so many renowned men, and thence it gradually spread all over New England. One branch settled in Maine, and Mr. Perkins is therefore one of those patriotic sons of that State to which California in general and San Francisco in particular owes so much. His birthplace was Kennebunkport; the year, 1839. His childhood was spent on his father's farm. His education was afterwards obtained in the schools of the neighborhood, which, however, in that day and generation, were more remarkable for their deficiencies than their excellencies. He owes more, however, to home instruction, to home example, and the precepts of honesty, industry and perseverance there inculcated than to anything that he acquired in schools. His parents were people of sturdy New England character, and he is indebted, perhaps, more to their ad-

vice, and above all their example, than to anything else in the world.

The necessities of the case compelled him to leave home at a very early age, and he was, so to say, matured and grew to manhood amidst a constant succession of toils and struggles that doubtless helped him to acquire those very qualities which were the necessary conditions of his after success. He went to sea when only 12 years old. He chose a life on the ocean owing to his love of adventure, and to that craving which impels so many youths to see the world and seek adventures in strange lands. He shipped as cabin boy on the "Golden Eagle" to New Orleans. He did not want to go home after his first trip, but persevered in the path marked out for him, and made seven voyages to the Old World as a sailor boy, visiting England, Ireland, Wales, France, Norway, Sweden and Russia.

After his return home he attended the district school for six months. While yet not 15 years old, he again sailed for New Orleans, where he had an attack of yellow fever. Upon his recovery, he made three more voyages to Europe on the ships "Lizzie Thompson," "Nath. Thompson" and "Luna," from New Orleans, Maine and New Brunswick to Cork, Ireland. The men mutinied on the last voyage, and so well advanced was he in seamanship that the officers placed him at the wheel. The mutiny being suppressed, the "Luna" returned to port. While on this trip, an old sailor whose acquaintance he had made pictured to him in glowing terms the glories of California, when the resolve was at once formed to

seek the Golden State at the first opportunity, and, after a voyage to Dublin and Liverpool, thence across the ocean to New Orleans and back to New York, he visited home and friends once more, and made preparations for the trip to California. He arrived here on the clipper ship "Galatea" in the Fall of 1855. He shipped before the mast, and came as a sailor on the vessel around Cape Horn. At that time his resources were few, but his enterprise and ambition great. A few days after arrival he went to Sacramento by schooner, thence to Oroville, nearly one hundred miles distant, walking all the way. He engaged in mining for about two years, but, meeting with poor success, he afterwards found employment in teaming and lumbering. The work was hard and the remuneration small, with little chance of improvement. This being apparent, he gave up the occupation, finding employment in the store of Hedley & Knight. Here his energy and industry attracted attention, and he was advanced step by step, till finally he became a partner in the business. At last the whole management devolved upon him, and it prospered exceedingly. While here he assisted in establishing the Bank of Butte County, built the Ophir Flour Mills, and became interested besides in mining, saw mills and sheep farming. He thrived wonderfully, and the success of his various enterprises not only redounded to his own advantage, but added to the wealth of the entire country.

Such a man could not long remain in private life. The numerous friends that he made, well acquainted with his character and abilities, insisted on his becoming a candidate for State Senator, and though his party, the Republican, was in a minority, he was elected triumphantly by over four hundred majority. He was subsequently elected to fill the vacancy occasioned by the death of Senator

Boucher. While a member of the State Senate he worked honestly and earnestly to advance the interest not only of his section, but of the great State of which it formed a part.

It was at this time that he made the acquaintance of Captain Charles Goodall, who was a member of the Assembly from San Francisco. The result was the formation in 1872 of the well-known firm of Goodall, Nelson & Perkins, which has exercised such an important influence in the transportation interests of the State. The partnership continued as at first constituted until 1876, when, Mr. Nelson retiring, the firm assumed the style and title of Goodall, Perkins & Co., which it retains to this day. Despite the attention which his great business interests required, Mr. Perkins still remained in the political arena, or rather, his friends knowing his worth and his importance to the party, would not consent to his retirement. The result was his election as Governor in the Fall of 1879 by a plurality of over 20,000. There was a sharp struggle before the State Convention, but the majority of that body felt that it needed a man of character and standing to lead the Republican hosts to victory. He was inaugurated January 1, 1880, and his record in the gubernatorial chair was one of the best in the history of California.

He has occupied prominent positions in many important orders. Governor Perkins was raised a Master Mason in Oroville Lodge, No. 103, December 15, 1859, and after holding nearly all the offices in his lodge, including that of Worshipful Master, was elected Grand Junior Warden of the Grand Lodge of California in 1871, Grand Senior Warden in 1872, Deputy Master in 1873 and Grand Master in 1874, by an almost unanimous vote. He was knighted October 28, 1861, in Oroville Commandery No. 5, in which he held the positions of Junior and Senior Warden, Captain of the Guard, Recorder and

Commander. In 1868 he was elected Grand Standard Bearer of the Grand Commandery of California, and in 1871 Grand Senior Warden. In 1882 he was elected Grand Commander of the Grand Commandery of Knights Templar of California, and held the position during the Triennial Conclave of the Grand Encampment of the United States in this city. At that session he was elected Grand Junior Warden of the Grand Encampment of the Knights Templar in the United States.

He is connected with many charitable and benevolent associations, especially with the Boys and Girls' Aid Society, of which he has been President for eight years. He was President for two years of the Art Association, and is a member of the Pacific-Union, Bohemian and Athenian Clubs. He served as President of the Merchants' Exchange in 1878, and was again elected President in 1889, holding the position at this time. He has been for several years a Trustee of the Academy of Sciences, and is also a Trustee of the State Mining Bureau, and a Trustee of the State Institute for the Deaf, Dumb and Blind at Berkeley.

As a shipping house the firm of which he is a member has long commanded or controlled the most extensive business on the coast, extending from Alaska to Mexico.

This has largely been developed by their energy and industry. About two thousand men are constantly employed in this trade. The firm, besides, has a large interest in the Pacific Whaling Company and other corporations. Governor Perkins himself is largely interested in various industries. He is a Director in the First National Bank of San Francisco, Starr & Co., Bank of Butte County, California State Bank, Pacific Steam Whaling Company, Arctic Oil Works and other corporations. He is largely interested in mining, and is the owner of a large cattle ranch in Southern California.

He was married in Oroville in 1864 to his present wife, an accomplished and excellent lady. They have a fine family of three sons and four daughters. As a public speaker he is forcible, pleasing, and, above all, convincing. He expends much money in charities, and has never been known to turn a deaf ear to the calls of benevolence. He is courteous, gentlemanly, cheerful and genial, and withal adverse to pretension—modest and unassuming. He has been one of our most enterprising and successful men, and none have been more deserving of success than he. It is hoped that he will long remain one of California's representative citizens.



DR. E. B. PERRIN.

DR. EDWARD B. PERRIN.

WITH the exception of the Bonanza Kings and the leading stockholders of the Southern Pacific, Dr. Edward B. Perrin may be said to be one of the wealthiest men in California, and though he possessed all the advantages that birth, education, and a competent fortune could supply, yet his success in building up his colossal fortune may be said to be entirely due to his own good sense and eminent business ability. He was born January 12, 1839, in Green County, Ala. Through his father, who was an eminent physician, he was of French descent, while his mother was of English lineage. Besides being renowned in his profession, his father was a wealthy Southern planter, and lived in all the style and elegance that characterized the Southern gentleman in the ante-bellum era. Dr. Perrin's early education was acquired at his home from competent teachers. He subsequently attended the South Carolina College, from which he graduated with distinction, and afterwards studied medicine at New Orleans, Philadelphia, and Mobile, Ala., from the medical college of which latter city he graduated as Doctor of Medicine. He did not intend to become a practicing physician, but undertook the study solely as an accomplishment. He also intended to study law for the same purpose when the war broke out and called him to the field. He responded to the summons of his native State and entered the army of Virginia as a private soldier before the first battle of Manassas. He was soon, however, at the request of Dr. Choppin, who was an old teacher and the Medical Director

of the army of General Beauregard, assigned to duty as his assistant. He was afterward assigned to duty on the staff of General Pendleton, who was first General Johnson's and afterwards General Lee's Chief of Artillery. He was on his staff until after the first battle of Fredericksburg. At his own request he was transferred to the Army of the South, where he remained till the close of the war, at which time he was Chief Surgeon of a division of cavalry under General Forrest. After the war he was engaged in cotton planting for two years at his own home in Middle Alabama. Here he was interested in and carrying on five cotton plantations, employing about 200 hands. Finding the country going backward, he determined to seek out some new field in which to woo fortune and begin a practical business life. For this purpose he determined to go either to Baltimore, New York, Chicago or San Francisco. He first visited Baltimore and then New York, from which latter city he proceeded to San Francisco by way of Panama. This was in 1868. To accomplish his purpose he must visit Chicago, and traveled overland from San Francisco to that city. He went by car to Humboldt only, from there to Green River, Wy. The result of this trip was that he made up his mind to settle in San Francisco. When he arrived here, Dr. Toland, who had been a warm friend of his father, strongly urged him to resume the practice of medicine, promising that he would aid him to advance in his profession to the utmost of his power. He had, however, finally made up his mind to enter on a prac-

tical business career, and all the good doctor's pleadings were of no avail. He had mapped out his path in life and was firmly resolved to pursue it. He brought with him to this coast about \$40,000. This he determined to invest in country lands, where he knew the railroads in days to come would be sure to lead. Having purchased these lands he would, on the advent of the railroad, sell a portion of them at advanced prices and hold the rest. This policy has worked like a charm. In order to do this intelligently he visited personally the valleys of Sacramento, San Joaquin, Sonoma, Santa Clara, Salinas and Los Angeles. Following out this idea he made arrangements for the purchase of the land where the flourishing town of Redding now stands. He also bought land near the town of Shasta, and three of the present depots of the Southern Pacific in Fresno County. These depots are now known as Herndon, Malaga and Fowler. Still following out the same line of action he went to Southern Arizona, and bought the Babacomari Ranch, a land grant of 132,000 acres, and containing three townsites. In Northern Arizona on the line of the Atlantic and Pacific Railroad he purchased 265,000 acres, including four townsites. Here he has a large number of cattle and sheep. He has also been in the business of building irrigating canals during the last twelve years in Fresno County. In this county, prior to establishing his colonies, he also sold from 40,000 to 50,000 acres of land for which he obtained from \$4 to \$10 per acre, much of which has since advanced to from \$100 to \$200 per acre. Here, Perrin Colony No. 1 has been organized for three years and much of the land has been laid out in vineyards and orchards. Perrin Colony No. 2, where the Hollanders have recently settled, has also been a great success. Perrin Colony No. 3 con-

sists of 11,000 acres, near Herndon. Colony No. 4 will be called the McMullen Colony, after Miss McMullen, now his wife. He controls the Chowchilla Ranch, consisting of 115,000 acres, and located near Fresno. Arrangements will soon be made to divide this up and place it on the market. Dr. Perrin owns altogether not less than half a million acres of land.

He has been twice married. He was united to his first wife, a Miss Herndon, a cousin of the wife of the late President Arthur, on May 10, 1864. He married his second wife, Miss Lilo McMullen, a daughter of Mrs. John McMullen, in June, 1887. His oldest daughter, a young lady of 19, has recently returned from Washington, where she had been visiting Mrs. Hearst. His second daughter attends school at Farmington. His son is being educated at home by private teachers. He has been engaged in many enterprises besides those mentioned. He commenced the construction of the railroad from Dunbarton Point, via Newark, to San Jose, which has since been continued to Santa Cruz on the south, and brought up to Alameda on the north. He is a member of the Pacific Club, and the Junior Warden of St. Luke's Episcopal Church. As a business man he is far-seeing and energetic. He is one of the busiest men in San Francisco, and an audience with him is extremely difficult to obtain. Outside of business demands he confines his attention almost exclusively to his family. As becomes a gentleman of his antecedents, he is courteous, dignified and unassuming, and in this particular is typical of the best traits of the Southern character. He may still be called a young man, and his phenomenal success in life already suggests the idea that future days may see him counted among the richest men in America.



JOHN PERRY, JR.

JOHN PERRY, JR.

JOHN PERRY, Jr., whose tall and erect figure has been familiar for forty years to the frequenters of Montgomery and California streets, San Francisco, and who now (1889), though seventy-four years old, is as busy and active as though he were yet in the prime of life, is a native of the old Granite State. He was born in 1815, in Strafford County, New Hampshire, being the second of the nine children of John Perry and Abigail Kimball, his wife.

His ancestors were among the earliest settlers of that State, being of English descent. His father was a farmer of the sturdy old New England class, that more than any other may claim the credit of laying the foundation of American national character. His mother was distinguished by her strong common sense and unusual kindness of feeling, and it was from her that the subject of this sketch inherited his peculiar characteristics.

John Perry, Jr., like thousands of other New England boys, felt that in certain cities, the South or the West, he could do far better for himself and for his parents than he could possibly do under the disabilities of his native town.

So at the early age of sixteen, with twenty-five cents in his pocket and a bundle containing his spare wardrobe in his hand, he started out amidst the snows and slush of March, 1831, to walk to Boston, one hundred miles distant, where he hoped and intended to earn enough money to pay off the mortgage on his father's farm before he reached his eighteenth year.

But on reaching Andover, twenty miles from Boston, weary and foot-

sore, he heard of a situation which he succeeded in obtaining. His employer was the Rev. Bailey Loring; his salary one hundred dollars per year and his board.

Before he was eighteen years old he had fulfilled his intention of paying off the mortgage on the farm, and thereafter throughout their lives he continued to contribute amply towards his parents' support.

In April, 1832, he resumed his pedestrian trip to Boston where he obtained a situation in a wholesale West India goods store at one hundred dollars per annum, with board. At the end of four years, answering an advertisement, he obtained a clerkship in Charleston, South Carolina, at a salary of six hundred dollars per year and traveling expenses. But the financial crash of 1837 carried down in its vortex the house in which he was employed.

He returned to Boston with only a few hundred dollars as capital, but with enterprise, close observation and determination to succeed, he resolved to enter the brokerage business on his own account. So he took an office, hung out his sign and made his bow to the public as a full-fledged broker at the age of twenty-two.

His energy and business tact soon attracted attention. Through the influence of leading firms, in 1839 Mr. Perry was admitted to membership in the Boston Board of Brokers, which then consisted of sixty gentlemen of wealth, honor and integrity, and wielded great influence throughout New England.

By 1842, his accumulations reached \$30,000. A false rumor in those anti-telegraph days to the effect that Great Britain had declared war

against the United States on the Northeastern boundary question caused a panic in the stock market of Boston and New York. In a single day Mr. Perry, like many of his confreres, lost his entire assets, and found himself several thousand dollars in debt. He recovered gradually from this first heavy blow, kept his seat in the Board, justified the confidence reposed in him by the ultimate payment of every debt with interest, and again prospered till 1849, when a second disaster forced him into bankruptcy. This time his debts reached \$30,000. He assigned all his property to his creditors, obtained a discharge from the Insolvent Court, and with fifty dollars in his pocket, after his passage was paid, he joined the crowd of gold seekers and sailed for California, via Panama, April 15, 1850.

At Panama tickets per steamer for San Francisco were selling at enormous prices; about \$1,200 being paid for the cabin and \$800 for the steerage. Perry invested \$6, his entire capital, in a bulletin board, leased an office, and charging a commission of \$10 to both buyer and seller of tickets, he soon accumulated so much that on reaching San Francisco, September 6, 1850, after a passage of thirty-six days from Panama, he carried with him \$3,500 as the result of his brokerage.

He went to the mines, and lost some months in an unsuccessful attempt at keeping store in the mining town of Ophir. But he soon abandoned the rough and uncongenial surroundings of the placers for the city, where he was not long in turning his skill as a broker to good account.

In those early days the expenses of both State and city were defrayed by the issue of script bearing three per cent interest per month, of which, in the Spring of 1851, the State had issued about \$700,000, and the city \$1,500,000. But these bonds could not be sold in California on account of the higher rates of interest on

ordinary transactions. Here was Mr. Perry's opportunity, and he instantly availed himself of it.

He made arrangements with the agent of the once great banking house of Page, Bacon & Co. to advance all the money necessary to purchase all of these bonds, or as many as could be procured. The rate of interest on these advances was to be three per cent per month. Mr. Perry then opened the first broker's office in San Francisco, on the corner of Montgomery and Merchant streets, and he succeeded in purchasing during the next eighteen months more than three-fourths of the entire issue—thirty per cent and upwards for the city, and forty per cent and upwards for the State issue. The result to Mr. Perry was a fortune within two years after his arrival. His first use thereof was the full payment of all his Eastern creditors, principal and interest, though he had been legally discharged from all his debts.

He then opened a banking house, and realized large profits from mercantile loans and exchange and handling gold dust. As one of the founders of the Unitarian Church in San Francisco, he contributed liberally to its funds, and as its Treasurer, acted on the unusually liberal principle that it was the Treasurer's business to pay the bills, whether there was any money in his hands belonging to the church or not. He at one time advanced some \$16,000, before arrangements were made for his reimbursement. He was elected to the City Council and to the Board of Education.

In 1853 he left his flourishing business to the care of an agent and started East with the intention of visiting Europe. When on a visit at the residence, at Philadelphia, of the late General H. M. Naglee, he met Miss Sallie C. Greene, a lady endowed with rare gifts of mind and heart, and a purity of character seldom met with on earth. Within six weeks the couple were married

and he returned with his bride to California, then beginning a wedded life that for more than thirty years (until her death in 1885) was signalized by unalloyed happiness.

Unfavorable reports from his business enterprises had contributed to Mr. Perry's speedy return to San Francisco. He did not find another opportunity to retrieve his losses until the discovery of the great silver mines in Nevada, in 1861, lighted the fires of universal speculation, and developed the brokerage business in San Francisco to a far greater degree, compared with the population and proportionate other interests, than was ever attained by it in any Eastern or European city.

But this culmination, preparatory to the terrible crash, was the growth of years. At the beginning, when the demand for shares was confined to strictly mining men, yet had increased so as to require special facilities for the transactions of the business, Mr. Perry's experience as the only well known broker in San Francisco who had been a member of an Eastern Board was availed of by his associates. Largely through his efforts the Old Board (or Big Board) was brought into existence. Mr. Perry was one of the first members of this Board, and its first Vice-President. He continued his connection with it until 1876. During all that time his transactions were large and his clientage numerous. He made heavy profits at times, but

his organ' of benevolence was too prominent to permit him to retain his accumulations. He often dissuaded poor people venturing upon a risk. Like all other brokers, he was obliged to carry his customers. Consequently his losses were frequent and sometimes heavy, and about 1876 he executed his resolution to confine his future efforts to transactions in bonds and other local investment securities, which were sought by conservative purchasers for safe and permanent investments.

During the war he had exerted himself in placing the bonds of the Government on the San Francisco market, a difficult task here, on account of their low rate of interest. But he succeeded to a large extent.

After his retirement from the mining stock board in 1876, he turned his energies in aid of the formation of the San Francisco Stock and Bond Exchange, of which he was elected the first President, a position he has held from its organization.

John Perry, Jr., has only friends among his thousands of acquaintances. He never had an enemy. A firm disbeliever in the doctrine of natural depravity, he sees in every human being the elements of good and takes pleasure in contributing to the growth of that good by the exhibition of kind sympathy to all. He is thus a true philanthropist, a real lover of mankind, and consequently he is loved and respected by all who know him.

C. T. HOPKINS.



JAMES PHELAN.

JAMES PHELAN.

AS the years roll on and the ranks of the once numerous band of pioneers of our State become thinned by time, the history of the lives of those who have taken an active and prominent part in the development of its industrial and commercial affairs becomes more and more interesting and valuable to the present and to future generations. Associated as he has been for more than forty-one years as a business man, financier, capitalist and representative citizen, with the progress of San Francisco, the name of James Phelan stands out prominently in her history, and the publishers are glad to present a condensed account of the principal events in his long and successful career, without which a work of this kind would, of course, be flagrantly incomplete.

By nativity, James Phelan is an Irishman, having been born in the year 1821, at Grantstown, Queen's County, in the Emerald Isle; the brain and muscle of whose sons have aided so much in the development of the United States. He came, however, with his father, when but a child, to America, and while retaining the mental and physical peculiarities of his sturdy race, has become thoroughly Americanized and a staunch supporter of and believer in the principles of his adopted country. Receiving his education at the public schools of New York city, in early youth he evinced a marked predilection for trade, and entered a store, where he acquired the knowledge of business which, supplemented by great natural ability and tact, has placed him in the front rank of San Francisco's wealthy and

influential citizens. Commencing at a modest wage he rapidly advanced, and by economy and good management accumulated the capital necessary, and entered business for himself while yet a very young man. Mr. Phelan engaged successfully in merchandising in Philadelphia, New Orleans and Cincinnati, and was in the latter city when the news of the great gold discovery in California was confirmed by private letters and by the official reports of Thomas O. Larkin, U. S. Naval Agent at San Francisco. With the rare prescience or insight into the future which has always been a predominating characteristic of this gentleman, Mr. Phelan at once perceived that the distant El Dorado offered superior inducements to a young and ambitious man, and though engaged in a prosperous business throughout the Mississippi Valley, he concluded to make California his base of operations.

With him, to resolve was to act. Quick to perceive, he was equally prompt to execute. Closing up his business, he proceeded to New York, and there secured a large stock of such goods as would necessarily be in demand in the land of gold, consisting of general merchandise, and including liquors, tobacco, beans, nails, glassware and hardware of every kind. These he shrewdly shipped on three different vessels bound for California "around the Horn," and he himself took passage on the schooner "El Varado" for Chagres. Here he was attacked by Panama fever, by which he was prostrated for three weeks. Having partially recovered, Mr. Phelan was

fortunate in securing passage on the historic vessel "Panama" and finally arrived at San Francisco without further adventure, and gradually regained his health and strength under the vivifying influence of our "glorious climate." Mr. James Phelan was now 27 years of age, full of youth, energy, determination, and with a wide business experience. The field before him was indeed a promising one. Money was plenty, values unsettled and prices high. His brother Michael was already here, having come to California with the party organized in New York by the lamented David C. Broderick, and with this gentleman he formed the first and only partnership of his life.

The firm of J. & M. Phelan was a prominent one, transacting a heavy business and making money rapidly. They were represented in New York by Mr. John Phelan, the only other brother, and himself a leading merchant of that city. The recollections of Mr. Phelan of the fluctuations in values and the opportunities for successful speculation, guided by judgment and shrewdness, in "the early days," are extremely interesting. In one instance an invoice of five casks of saleratus of 1,000 pounds each, which had been billed to Messrs. J. & M. Phelan, at five cents per pound, was disposed of for no less than two dollars per pound, the purchaser being C. Lambert & Co., of which firm the subsequent Governor, F. F. Low, was a member. Thus an investment of \$250 in saleratus netted to the fortunate possessors a profit of no less than \$9,750 in cash. Another instance showing more particularly the business judgment and foresight of Mr. James Phelan is afforded by an extensive operation in oil. Gas was as yet unknown in California, coal oil had not come to the front, and whale oil was the favorite for illuminating purposes. An immense quantity of this article had accumulated, and the market was

overstocked. Prices fell very low, and Mr. Phelan here saw an opportunity of which he at once took advantage. He secured control of the market, buying all in sight at from 10 to 12 cents per gallon, and subsequently when lamps arrived closing out at from \$1.50 to \$2.00, with a profit of from 1,500 to 2,000 per cent.

In the memorable fire of June, 1851, which destroyed the commercial portion of the young city, Messrs. J. & M. Phelan were burned out, and sustained a loss of \$75,000, but the business rose Phoenix-like from the flames, new arrivals by sea replenishing their stock, and the firm re-entered upon its prosperous career.

Mr. M. Phelan died in 1858, and his interest reverted to the surviving partner.

James Phelan then made a specialty of imported liquors, though also extensively dealing in other lines. In 1865, this gentleman entered into the wheat trade, and was among the first to ship this cereal to Great Britain, continuing until 1869, in which year he retired from active commercial affairs and sought a well-earned rest and recreation. He made an extended trip to the old world, visiting the principal capitals and cities of Great Britain, Ireland and Continental Europe. In the meantime, having unbounded faith in the future greatness of San Francisco, he had invested largely in real estate, which rapidly increased in value. As far back as 1854, he had become the owner of the lot upon which stands the magnificent structure which bears his name, and which may be considered an enduring monument to his enterprise and fame. The Phelan Building was erected in 1881-82, at a cost of half a million dollars, and is among the prominent edifices of Market street.

To Mr. James Phelan our city owes the First National Gold Bank, now the First National Bank of San Francisco, which he organized in

1870, and which was the first in California, and the second gold bank to be established in the United States. Mr. Phelan was the first President of this popular and stable bank, which has a surplus at present of \$500,000, and has paid its stockholders \$2,000,000 in dividends since its organization. The new bank building, a tall, elegant and stately structure, completed in 1889, is one of the most imposing architectural ornaments of our city. Mr. Phelan was also instrumental in organizing "The American Contracting and Dredging Company," having for its object the dredging of the Panama Canal, and was elected to the Vice-Presidency of the company. The stock which was offered on its foundation in 1882 at \$30, has paid 38 dividends aggregating \$335 per share.

In 1859 Mr. Phelan led to the altar Miss Alice Kelly, eldest daughter of Jeremiah Kelly of New York. He has had three children, two daughters and a son, all "native here and to the manor born." The

only son, Mr. James D. Phelan, has charge of his father's banking interests, and the fact of his being intrusted with the responsible duties, is the highest proof of his ability and managerial skill.

The residence of Mr. James Phelan, located at the Mission Dolores, stands in the midst of three and a half acres of ground, charmingly laid out and planted with a variety of trees, shrubs and flowering plants. It is a home of quiet ease and comfort, well adapted for a gentleman of unostentatious habits and domestic tastes, which are among the personal peculiarities of its owner; and at Santa Cruz by the sea Mr. Phelan has his summer home.

Mr. Phelan is a member of the Society of California Pioneers, of which excellent association he has acted as director, and his connection with other organizations is very limited. Personally he is of sturdy frame, hale and vigorous in mind and body, and bids fair to welcome the coming century.



WILLIAM M. PIERSON.

WILLIAM M. PIERSON.

WHEN I arrived in San Francisco, fifteen years ago," said a well-known citizen to the writer, "I had occasion one day to visit the courtroom of the old Fifteenth District Court, then situated at the corner of Montgomery avenue and Montgomery street. The late Judge Samuel H. Dwinelle was upon the bench, and when I entered the room a young lawyer was addressing the Court. His tones, as well as his presence, impressed me, and as I listened to his argument, I was at once astonished and pleased. His reasoning was convincing; at times his language was really eloquent. While his handsome face and grace of manner would have been sufficient to arrest attention anywhere, the sound logic of his utterances secured the careful consideration of the bar as well as of the Court itself. I found upon inquiry that the young lawyer was William M. Pierson."

Perhaps no higher encomium could be paid the subject of our sketch so far as it gives the cursory views of a very close observer of human nature. But Mr. Pierson is more than a showy, eloquent and logical speaker. He is a sound lawyer, in the broadest sense of that term. His mind is of an analytical turn, and beneath the Chesterfieldian grace of his manner there lies an active, never-slumbering intellect that is ever ready to avail itself of any weak spot in his opponent's armour; to meet with deadly foil any false thrusts from his adversary's weapon.

William M. Pierson was born in Cincinnati in February, 1842, where his parents were living temporarily. He comes of Knickerbocker stock, his

mother being a lineal descendant of Anneke Jans, the grantor of real estate to Trinity Church in New York city, which has made that institution the wealthiest church corporation in the country. He came to California, via the Horn, arriving here on Independence Day, 1852. For a while he attended a school then kept by Ahira Holmes at the corner of Broadway and Kearny street. There the restless spirit of the lad asserted itself; he left school and found employment in the picture and stationery store of Marvin & Hitchcock, located on Montgomery street, between Washington and Jackson. After eighteen months of this work he attended a session at the High School, and then entered the office of the late Judge Nathaniel Bennett as a law student. Afterwards he studied with Frank Pixley, and completed his studies in the office of Henry H. Haight. He was admitted to the Bar in 1862, at the age of twenty years, a special act of the Legislature being passed for that purpose. He formed a law partnership with Mr. Haight, which continued until the latter was elected Governor in 1867. Mr. Pierson has a vivid recollection of the Vigilante Days, and witnessed from his home on Broadway the taking from the jail of Cora and Casey, when they were executed.

In 1863 he was a candidate for the Legislature on the Republican ticket but with the other nominees suffered defeat at the polls. Some years later he left the Republican party and has ever since acted with the Democracy. In 1875 he was elected to the State Senate, where he served with credit to himself and benefit to his con-

stituents. One of his measures was the "Retraction Bill," by the terms of which newspapers were to be compelled to retract libellous articles, and that there might be no hiding behind the ambiguous "we," writers were compelled to sign their names to their articles. The bill passed the Senate, but was killed in the lower house. He also framed a divorce bill, limiting the grounds for divorce to adultery. This also passed the Senate, but failed in the House.

While Mr. Pierson's practice has been general, it is mostly confined to civil cases, his specialty being corporation law. In this class of jurisprudence he has been eminently successful. One of the most important litigations in which he has been engaged was the case of the People vs. Wells, Fargo, where he appeared for the people. The Commercial Banks, when the act creating the Bank Commission went into effect, refused to submit to examination by the Bank Commissioners, claiming that the Act only applied to Savings Banks. Half a dozen of the most prominent lawyers of the city took this ground, and advised the banks accordingly. Mr. Pierson argued the case with great ability, and the Supreme Court sustained him, and compelled the banks to submit to examination. He was attorney for the plaintiffs in the great case of the People vs. The American Sugar Refinery, an action

brought to dissolve the corporation because it had joined the Sugar Trust. This action was begun simultaneously with one of a like character in New York city. Judge Wallace recently decided the case in favor of the people and against the Sugar Trust, taking the positions assumed by Mr. Pierson in his argument.

Later a Receiver was appointed by Judge Wallace and the Refinery closed. The proceedings were sought to be restrained by a writ of prohibition issued by the Supreme Court, and the whole matter was reargued by Mr. Pierson in that Court.

A member of the profession has said that a mere lawyer is at most a moiety of a man—heathen and soulless. Mr. Pierson is not a mere lawyer. Besides having fine literary tastes, which his means permit him to enjoy, he is a fine amateur astronomer, and at his residence on Van Ness avenue he has the largest telescope in the city, the object-glass being 8½ inches in diameter. It is mounted in an observatory attached to his residence, and here of a cloudless night Mr. Pierson spends many an hour gazing at "the starry cope of Heaven." Mr. Pierson is a member of the Pacific-Union Club and of the Bar Association. He is married and has a family consisting of a wife, who was the daughter of Capt. L. B. Edwards, and two sons, both of whom are in mercantile employment.



E. B. POND.

EDWARD B. POND.

EDWARD B. POND, who, in his high office, represents the representative men of San Francisco, the men who have builded the commercial metropolis of the Pacific, is a native of Jefferson County, New-port.

He was born on the 7th of December, 1833, the fifth of eight children, three brothers and four sisters. His ancestors came from England about fifteen years after the "Mayflower" landed the first stock of sturdy Puritans, and were of the same sort. His grandfather served with distinction in the Revolutionary war, and won the rank of Major. His father was a Congregational clergyman, a gentleman of liberal education and honorable repute.

Young Edward received an academic education, principally in Governor, N. Y. But after having been prepared for college he was impelled by the spirit which in these latter days controls so many young men—to enter upon political life, and establish an individuality of his own. In this case the venture has proven more than usually successful. The California epidemic seized him, as it seized thousands of the flower of the East, and in 1854, when scarcely twenty-one years of age, he started across the great plains, lying over to winter in Salt Lake, and reaching this coast in the Spring of 1855. He tarried in Butte County and engaged in the live stock business with some profit. Two years later, in 1858, he returned to Texas, bought more cattle, and in the following year drove them across the plains, again stopping in Butte County. Having disposed of his stock he located in Chico, and engaged in general mer-

chandising. He was one of the very first settlers on the site of the present town of Chico, for Gen. John A. Bidwell resided on the opposite side of the river. Here in November, 1861, he was married to Miss Sarah McNeill, a cultured lady, a native of Ohio, of Scotch and German extraction—the same who has been his helpmeet through the intervening years, and who still presides with great grace over his home. They enjoy the distinction of being the first white couple ever married in that beautiful little city. After about six years of mercantile life in Chico, and a total residence of ten years in Butte County, Mr. Pond returned East, and, as he expressed it, "cruised about" for two years. As almost invariably to those who have tasted the sweets of Western—and especially of California—life, the East was uncongenial to him, and in 1866 he returned, this time to San Francisco—to live here forever.

In this city he again entered merchandising, this time in the wholesale liquor business, as the head of the firm of Pond, Reynolds & Co., afterward for many years known throughout the length and breadth of the coast for its commercial standing.

But mercantile life was not congenial to one of such active temperament and speculative turn, and after eight years Mr. Pond again retired with a competency.

Since his retirement, however, he has been even more busily engaged and more prominently identified with the various interests of the city than before. He is director in the San Francisco Savings Union, one of the largest and most substantial banks on the coast, and his name is

not least among those which secure for it the confidence of the public. He is also the director in the Sun Insurance Company, and several other mercantile corporations.

In 1882 he was elected as one of the Board of Supervisors, in which his services so commended him to the confidence of his fellow-citizens, that in 1884 he was re-elected to the same position. In the Fall of 1886 Supervisor Pond was elected Mayor, not on strict party lines, but by a large and complimentary vote from all parties. How well he served is better evidenced by the fact of his re-election in the Fall of 1888. During the bitter contest of that memorable year in the political history of this city, Mayor Pond's name was unsmirched, and in the midst of the frictions of this current term he has without obsequiousness or compromise of his

integrity, retained the confidence of all factions.

He is a gentleman of liberal and varied culture, broadened, and not narrowed, by the conflicts of life. In self-reliance, in a higher sense of honor, and in breadth of sympathy with his fellow-toilers in "life's dusty way," he is a typical Californian.

He is only fifty-six, of fine physique for endurance, and in perfect health.

Our honorable and honest Mayor resides in a model American home on California street. He has been blessed with two sons and a daughter, but the latter died very young. The elder son, Charles Edward, aged twenty-four, graduated from Yale in the class of '88, and gives promise of a successful career in whatever path he may choose. The younger, Samuel Frank, is a student in High School.

* The above sketch was written in 1890.



COL. HORACE D. RANLETT.

HORACE DODGE RANLETT.

THE subject of this sketch was born in Charlestown, Mass., April 4, 1842. He is the fourth son of Captain Charles A. Ranlett, a well known shipmaster who for over forty-five years sailed out of Boston, New York and other ports of the Atlantic to all parts of the world. Such a birthplace, the site of the first great battle of the Revolutionary War, "Bunker Hill," would seem to give a boy a military spirit, and Col. Ranlett's long and honorable service in the National Guard of California will be an excuse for some record of his soldierly descent, as well as the fact that "in this Centennial year" particular interest centers in any long line of American ancestry. Two of his great grandfathers fought in the Revolutionary War, one on the maternal side as a "minute man" at Concord, Mass., where, as Emerson says, "the embattled farmers stood and fired the shot heard round the world," and where now the bronze "minute man" stands to commemorate the event. His father's grandfather, Captain David Low, served in Col. Cogswell's famous Essex County Regiment, in many of the hardest battles of the war. His own grandfather Charles Ranlett, was a sergeant in a company from Augusta, Maine, in the war of 1812. To go still farther back he derives direct descent from Major Simon Willard of Lancaster, Mass., a celebrated Indian fighter in King Phillip's War, who married Mary Dunster, sister of Henry Dunster, the first President of Harvard College.

He is seventh in direct descent from Col. Thomas Stevens, a celebrated

armorer of London, England, who in 1629 supplied arms to the infant colony of Massachusetts, and also contributed four children as pioneers to the new world.

His ninth direct ancestor was Captain John Low, who commanded the fleet that brought Gov. John Winthrop to Massachusetts in 1660. There is also direct descent on the maternal side from a doughty knight, Sir Peter Dodge, who fought under Edward First of England in 1306 at "Falkirk, Methven and Dunbar," from whom a coat-of-arms descends in the family. As a boy he grew up under the inspiration of the old battle-ground on which he lived and in the shadow of the great shaft which commemorates the event of the Battle of "Bunker Hill," June 17, 1776.

Educated in the grammar and high schools of Charlestown, he entered the counting room of a large wholesale house in Boston, where he remained three years. He then went to sea and worked his passage as a sailor boy around Cape Horn in a clipper ship via San Francisco to Yokohama, Japan. There he engaged in mercantile business for a year and also a year in Shanghai, China; the latter in the house of Thomas Hunt & Co. Ill health in 1864 compelled him to return to his New England home, where after a short rest, he entered the office of his brother, then State Auditor of New Hampshire, as Chief Clerk, remaining with him a year, when with re-established health from the pure air of the Granite State, he again, in May, 1866, came to San Francisco, California, which has since been his home.

Debarred, by absence from the country and ill health, from active participation in the war of 1861 (in which, however, his family and kindred were largely represented in the Union Army), the inherited military spirit could not be repressed, and soon after coming to this State he entered the California State militia, in Co. "B" (City Guard), First Regiment, where he served as private, corporal, duty sergeant, first sergeant, and second and first lieutenants successively. He then took command of the "Oakland Guard," a "separate" or "unattached" company of the Second Brigade, and for seven years was captain of that well-known organization, now Co. "A," Fifth Regiment. He then organized the "Fifth Battalion," and reorganizing and rebuilding one company after another, as they were added to his command, in different cities around the bay, he finally last commanded the regiment, of which he is justly styled the "father," and held the rank of colonel which rank he last held and resigned as Colonel of the Fifth Infantry Regiment, National Guard of California, going on the "retired" list in 1887, after 21 years of service, during 17 of which he was a commissioned officer.

As a copper dealer and expert, his reputation is too well known to the business community to require extended notice. For 22 years Colonel Ranlett has handled copper and other ores, being purchasing agent for the largest smelting works in the East, at New York, Baltimore, etc., and is now managing for the Oliver Ames & Sons' Corporation (the Boston owners) the working of the famous "Union Copper Mine," at Copperopolis. In his business during the past 20 years Colonel Ranlett has crossed the continent more than forty times, and has also been abroad to interview the English and French on copper matters. While in London in 1887 he was the recipient of many courtesies as a guardsman (from the National Guard of California) from the English Rifle Volunteers as well as the regular troops.

Colonel Ranlett is a Mason and Knight Templar, and served as a member of the Triennial Committee in the recent conclave held in this city. He resides in San Francisco, in the Western Addition, having a wife and two sons, the eldest of whom is now a student at the Massachusetts Institute of Technology.



IRA P. RANKIN.

IRA P. RANKIN.

THE sons of New England have cut a broad swath in the field of history. Their mother land has not only supplied great streams of population to fill the waste places of North America, but has supplied more than her share of talent and intellect as well as to add to the common stock. Among the men whom New England has sent forth, Ira P. Rankin is entitled to an honored place. He was born in Hampshire county, Massachusetts, in 1817. After receiving a good common school education he began clerking in a country store while still young. Leaving this employment he went to Boston in 1835. Here he clerked in a dry goods store, and having learned the trade set up in business for himself.

The gold discoveries came and filled the minds of young and old with dreams of wealth and emprise. Mr. Rankin was no exception, and in May of 1852 he was animated with so strong a desire of transferring the sphere of his usefulness to the Golden West that he was unable to resist it, and sought our shores by way of Panama. On the trip were several men whose names afterward became of note in the history of California. On arriving at San Francisco he wisely concluded that there was as much gold to be found here as in the mines, and he at once started a shipping and commission business under the title of Rankin & Co. He located on Front street, then the front street of the city. He sold all sorts of mining supplies—provisions, dry goods, boots and shoes, etc., etc. In the spring of 1853 he built a new store on the corner of Battery and Clay streets, where that of Tillmann

& Bendel now stands. Two years subsequently Mr. Rankin moved to the location of the Golden Gate Mills on Battery street.

He was quite successful in the commission business, but he saw that there was a great industrial future before San Francisco, and that the foundry business, called into existence by the growth of the mining industry, offered the most advantages to a practical man. In 1858 he therefore purchased an interest in the Pacific Foundry, which, until 1873, was carried on under the firm name of Goddard & Co. Mr. Goddard having died, the firm became known as Rankin, Brayton & Co., which title it has ever since retained. The establishment has always kept well to the front in the iron industry, which owes not a little to Mr. Rankin's business tact and practical knowledge. Though so engrossed by the demands made on him by the great industry that he has so long controlled, he has always found time to attend to the call of country, religion and charity. He was a Republican as early as the Fremont campaign, and lived to see the party triumph. He was appointed Collector of the Port by President Lincoln and filled the position with ability and credit. He was twice an aspirant for Congressional honors, but, though not attaining them, owing to party divisions and other causes, he received a much greater than the party vote. San Francisco, where he was best known, stood by him nobly in 1856, and, had it depended on her, he would have been elected. He was an active member of the Vigilance Committee, and when the war broke out, did much to keep

California in line on the side of the Union. Through his active exertions the California contingent was enabled to go to the front. He contributed liberally to the sanitary fund.

There are few public institutions with which he has not been connected. He has been a member of the Chamber of Commerce for twenty-seven years, and was its President during 1889. He was President of the Mercantile Library of which he is a life member. He is a Trustee of the Lick Trust. He was one of the Trustees of the College of California, which way succeeded by the State University. He was Chairman of the State Board of Commissioners for selecting a site for the Deaf and Dumb Asylum, as well as Chairman of the Building Committee, both of which positions he filled to the satisfaction of an administration opposed to him in politics. He

is President of the Engineers' and Foundrymen's Association of San Francisco. He is a leading member of the Societies for the Prevention of Cruelty to Children and to Animals, and has done good work in both. He is a Trustee of the California Bible Society. He was married in 1841, but his wife died in 1881. He has no children. For over thirty-two years he has been a member of the First Congregational Church. Though he has passed the psalmist's three score and ten, he looks much younger. He is of lithe, smart figure—active both in mind and body, and has done much to build up the iron industry on this coast. He is pleasant and gentlemanly in character, and is respected by his numerous employes, for whose welfare he has always been solicitous. He is truly a representative man.



JOHN REYNOLDS.

JOHN REYNOLDS.

DATING back to the days of alchemy, its true, if not venerated progenitor, chemistry can point to a long series of triumphs—all, or nearly all, in the interest of human progress and welfare. And the end is not yet. The science may still be said to be in its early youth; and, indeed, so far as its possible achievements are concerned, might be looked on as immortal. As the day can never arrive when nature would have unfolded the last of her wonderful secrets, San Francisco and San Francisco men have not been behindhand in the race for fame in the chemical domain, as witness the success achieved by some of its representatives among us. Of these, one of the oldest practical manufacturers and inventors, too, must be said to be John Reynolds, who hails from Mohill, County Leitrim, Ireland, where he was born May 3, 1829, the year after Catholic emancipation.

Mr. Reynold's ancestors had been a power in the land, as they were one of the leading families of Breifine, as Leitrim was anciently called—one of the richest, most fertile and best cultivated parts of ancient Ireland, and linked with many memorable, some tragic, events in her checkered history. West Breifine was divided between the powerful families of the McGranuills, the McGlaughlins and the McGlancies. The old castle of Rynn, of which now only the walls are standing, sheltered his ancestors, the Lords of the McGranuills. The name is to-day anglicized Reynolds.

Mr. Reynolds left school when not quite 14 years old to make acquaintance with the great world and its ways. He left home to go to his uncle, who was in the employ of James Muspratt & Sons, the celebrated chem-

ical manufacturers of England. His uncle was one of the foremen, and his uncle's son one of the clerks in the office, so that he was on good footing from the start, was well received and favorably treated.

He first studied the plumbing business, acquiring in that department a fair knowledge of the construction of chemical apparatus, that afterwards stood him in good stead. He then was desirous of learning how to build furnaces, and through the influence of his uncle was transferred to the bricklayers' department. There was a gang here steadily employed, and from them he learned how to construct the furnaces, etc., themselves, should he ever need it. It, too, made him competent to superintend the construction of his own works. From this he went to the chemical department, where he remained three years, and acquired a thoroughly practical knowledge of manufacturing chemistry.

Being thus fairly well equipped, he turned his thoughts to the United States, where so many of his countrymen for over two centuries had found their way. He was fascinated with the free institutions of the New World, and the opportunities they afforded to talent for advancement.

He arrived in New York on the "Patrick Henry," July 17, 1848. The name was an auspicious one for Mr. Reynolds, the year a bad one for his native land. He went to work at once at a chemical works at Newark, N. J. After spending a year there he went to Pittsburg, and was a few months at work in Birmingham, but not liking the place, and being mindful of Horace Greeley's aphorism, he started for Cincinnati. Here he was employed in the winter of 1849 by

Howard & Marsh. The business was carried on very crudely, but he was not called on to remain there long, as the works were burned down in the following May.

Returning to Newark, N. J., he married. The lady on whom he had fixed his affections had waited there for him ten months. Having now an additional responsibility there was an additional inducement for him to bestir himself. He might have gone to work in Newark at his old business, but his pride would not permit him to ask for employment after having been West. So he concluded, as he had changed his station in life, he would also change his business. He embarked in the grocery trade, and started a store, with a boarding and lodging-house attached. He was fairly successful, and continued in the grocery trade till January, 1851. But he could not remain away from the chemical business; it had taken possession of his whole soul, and he yearned to get back to it and spend his life in a solution of some of its abstruse practical problems.

Selling out he started West again. When in Cincinnati he had heard a great deal about St. Louis, and now made up his mind that this was the place for him. He arrived in St. Louis in March, 1851. Here Wm. Chappall & Co. carried on a very crude chemical works. This he was given charge of after a second interview with the proprietor. He remained there a year, during which time the consumption of acids increased with great rapidity. The result of this was that he formed a co-partnership with Nicholas Schaffer, the well known soap and candle manufacturer of that city. He built the Missouri Chemical Works, and run it profitably till April, 1854.

All at once Mr. Reynolds got the California fever, and got it badly, and sold out to Schaffer. From New York he and his wife sailed on the "George Law" for Aspinwall, where they ar-

rived in thirteen days. Taking the cars to what was then called the Western Terminus, they journeyed thence on muleback to Panama, a distance of over thirty miles.

"the most difficult road I have ever traveled." Some of the ladies rode side-saddle, some rode man fashion. From what he had seen of them on that memorable ride Mr. Reynolds says he would not be afraid to form a company of light cavalry of the gentler sex, go into battle and win. It took ten hours to Panama. Next day they embarked on the "Sonora," which, after a very pleasant voyage, reached San Francisco in fourteen days. Most of the passengers had limited their stay in California to two years, after which, loaded with sacks of gold, they were to return in triumph to the places whence they had departed.

Mr. Reynolds found a chemical works already in existence here, and was much disappointed thereat, as had he known it he would not have left St. Louis. And now Fortune, the fickle jade, seemed to turn against him, for he turned his attention to other kinds of business until the Fraser river excitement, when Mr. Reynolds was a victim, as well as others. He started with the crowd to Bellingham Bay. There was quite a diversity of opinion as to the best way in which to reach Fort Hope, the grand objective point. Mr. Reynolds and two San Francisco men concluded to send their "dunnage" by steamer. Meanwhile they, with many other squads, took the trail, by which it was said they could make Fort Hope in three days. Providing themselves with provisions for that time, twenty-three of them started out bravely. They hoped to meet indications of mines, and perhaps to woo fortune on the way. But fate ordered it otherwise.

On the morning of the third day they hired an Indian guide. He

brought them two days in the direction of Fort Thompson before they discovered their mistake. It took them nine days to reach their destination. They had no food, save wild nettles, which they boiled in their prospecting pans, and some snails that they caught in the morning. Some wild, unripe raspberries made those who ate them sick. These lay down and died. But thirteen made Fort Hope. The rest were never again heard from. Mr. Reynolds, it is hardly necessary to say, was back in two months from this, his first and last trip to the mines.

On his return things took a change for the better. He was engaged to build a small acid works for the gold and silver refinery on Brannan street. While waiting for material he went to work as assistant refiner. In a few weeks he became head refiner. He remained here until 1862, when, feeling that he was too long in the employ of others, he started for Washoe. The old inspiration came. There he established the Nevada Chemical Works in conjunction with James Fraser and L. C. McKeeby. But the institution did not prosper, and in 1865 Mr. Reynolds left and returned to this city. So gloomy was the outlook that he gave his share to James Fraser to do as he pleased with it. His time was not lost, however. While in Carson City he experimented on refining bullion. This led to his patent bar refining process, which he brought to perfection in the Brannan street refinery, then run by Kellogg, Hueston & Company. The Government subsequently using this process without reference to the rights of the inventor, a suit was instituted in the United States Courts, and the rights of Mr. Reynolds vindicated—a verdict for \$60,000 damages being returned. Other suits are pending.

In January, 1866, Mr. Reynolds started the California Chemical Works

on the San Bruno road, between Twenty-seventh and Twenty-eighth streets. The business here has grown year by year, till now the works have a capacity of turning out ten tons per day of acids and other chemicals.

Japan and South America are laid under tribute to furnish the raw material—the sulphur coming from the volcanic cone of Fujiyama, the nitrate of soda from Chile and Peru. Acids for making nitro-glycerine, the separation of gold and silver from the ores, in refining bullion, coal oil refineries, woolen mills, cotton mills, paper mills, galvanizing works, tanneries, dye works, sugar refineries, soda-water works, telephone works, for making land fertilizers, ammonia in gas works, white lead, etc., are produced, showing how important and far-reaching the chemical industry is among us.

Besides the regular acids he has introduced the manufacture of bluestone, copperas, sal soda, Prussian blue, glauber salts, Reynolds' patent solution of prussiate of potash, Reynolds' excelsior soldering solution and many others. The solution of prussiate of potash was introduced as a substitute for red or yellow prussiate of potash, and is of great importance to woolen manufacturers in the matter of dyeing, as by its use gumming was obviated, bright, fast colors obtained, and all much more cheaply than by the old method. The good results achieved by its use have been borne testimony to by the officials of the leading woolen mills in this State and Oregon. The improvement in the refining of crude bullion consisted in dispensing with melting, alloying and granulating before separating with the acids. Other inventions have kept up the reputation of California in the domain of chemistry, and show that a great deal of the talent, as well as the enterprise, of the world has found its way hither.

In 1870 Mr. Reynolds bought one-half interest in the natural carbonate of soda lake, known as the Ragtown Lake, in Churchill County, State of Nevada, and introduced hundreds of tons of it into this market at a loss of about \$30,000 to himself through a loose and over-confiding copartnership. The California Chemical Works were all burned in 1878, and a loss sustained of, at least, \$20,000 more than the insurance covered.

Mr. Reynolds, who is a widower, has but one living son, who has been Superintendent of the works for the past ten years, and the success of

which owes a great deal to his close and able attention.

The successful establishment of his factory for many years tested severely, as he says himself, Mr. Reynolds' brain and muscle, but he adds, "Thank God, I am sufficiently rewarded for all my pains." Mr. Reynolds is also a considerable real estate owner in this city. He is of stout build, ruddy, robust and benevolent of features, giving one the impression of wearing a perpetual smile, and is not one of the least useful citizens who claim Hibernia as their fatherland.



GEO. H. ROE.

GEORGE HENRY ROE.

THE subject of this sketch was born June 7, 1852, and raised on a farm in what was then known as Upper Canada.

When he was 13 years of age his father died and thereafter he received no help from any source, but relied upon his own energies to make his way through life. He found employment in a country store and by the time he was 16 had saved enough money to enable him to attend school for two years at Upper Canada College. Leaving school he returned to the position he had left and remained until he was satisfied that Canada was a good country to emigrate from, when he took the advice of Horace Greeley, moved West, going first to Chicago, finding various employments, and remaining there three years. A portion of the time he was a commercial traveler throughout the Western States. Profiting thus far by the advice "Go West," he determined to follow it to the fullest extent, and arrived in San Francisco in the Summer of 1875. He brought with him a little money, which he deposited in the Bank of California a few hours before it suspended payment, leaving him among strangers with no money and a month's board bill coming due in a few days. During the excitement young Roe applied to the Paying Teller to certify his check, which was refused, but obtaining a personal interview with the President, Mr. Ralston, and explaining the circumstances to that gentleman, he ordered a check certified for the amount of Roe's deposit, which was probably the last order Mr. Ralston gave, for, within an hour, he was drowned.

This check Mr. Roe could not negotiate even at forty cents on the dollar, but this evidence of indebtedness enabled him to live at the hotel where he was quartered until it became known that the bank would resume business.

Shortly after this he entered into a partnership with W. P. Plummer, under the name of Roe & Plummer. They began business as money and note brokers, with offices on Steuart street, near the water front. Their business prospered and was freely discussed in banking circles; for it was a well known fact that the capital of the concern was but \$5,000, while ten times that sum was often involved in a single day's transaction.

In 1878 the electric light made its first appearance here, at the Palace Hotel, and at about the same time the agents of different Eastern electric lighting concerns put in an appearance also. Among them was one who came to Roe & Plummer, to have his note discounted, offering his machinery as collateral security.

The risk was great, but the discounting was even greater than the risk, and in the end the brokers became possessed of the machinery, which they soon found to be very defective and inefficient.

About this time the Jones Silver Bill "knocked the bottom out" of the money brokerage business and the firm of Roe & Plummer dissolved partnership. In the settlement Mr. Roe was awarded the electrical machinery. He immediately associated himself with John Bensley, O. F. Willey, J. R. Hardenbergh and R. A. Robinson, and on June 30, 1879, incorporated the California Electric Light Co.

Electricians and mechanics were employed to improve the machinery, and finally an entirely new dynamo was constructed, with a polished band of iron surrounding the armature, to give it a finished appearance. Upon trial it was found to be a complete failure. In after years the cause was plain; the iron band had cut off the lines of force from the field magnets, rendering the machine useless. While it was being tested Mr. Roe, in his anxiety, placed both ends of the line wire in his mouth, endeavoring to taste enough current to hang a hope upon. Had the machine commenced generating at this time there would have been a funeral in the family. Mr. Roe had, however, been reading the electrical papers and becoming enthused with the idea of electric lighting, concluded that it was the business he would like to follow. He at once made arrangements with Mr. Kerr, the Pacific Coast Agent for the Brush Electric Company of Cleveland, Ohio, and in September, 1879, began the business of electric lighting from the station, corner of Market and Fourth streets, where the Flood Building now stands. This is said to be the first public electric lighting station established in the world. On Sunday morning, April 24, 1880, the works were entirely destroyed by fire. In the language of Mr. Roe, "It was a clean burn. There was no insurance and consequently no adjusters to quarrel with. We simply gathered up the scraps and proceeded to arrange for a new building." In a few months a new station was established at No. 117 O'Farrell street, on rented ground. At that time it was thought this station would be large enough to supply the needs of the city; but in less than two years the business had been pushed beyond the capacity of the works and new ones were erected on Jessie street. These were greatly enlarged in 1885, but in less than three years were found to be inadequate and an entirely new building

has been constructed on Townsend street, near Third street, which is said to be the largest electric lighting station in the world to-day. The actual money invested in the plant is nearly \$1,000,000. This company has not, however, confined its business to San Francisco, but through individuals and "Sub-Companies" has established electric lighting plants in seventeen other cities and towns and has also erected some fifty private plants; making a total of nearly 5,000 arc lights that have been introduced during the past ten years. It has done a large business in incandescent lighting also, which is soon to be greatly extended. The company is also engaged in the business of the distribution of electrical power and in establishing power plants. Starting with one small sewing machine electric motor in 1887, the business has increased until it has assumed very large proportions. The company has lately established a power plant at Virginia City of over 500 horse power capacity.

While Mr. Roe has associated with him some of our most energetic and substantial business men, still to his personal supervision, pluck and perseverance is due the success of this great enterprise and industry. He may justly be called the father of electric lighting on the Pacific Coast. Mr. Roe has given much time and study to questions of political economy. Nearly every person has some pet theory of his own. Mr. Roe's is the disarmament of nations and the establishment of an international army. His theory is that by this method wars will be done away with. No nation should be allowed to have a larger army than is actually necessary for police protection. All fortifications should be done away with and no ships of war be maintained by any country, each nation having a representation in the Congress of Nations, either in proportion to its population, its wealth, its geographical position or such other standard

of representation as might afterwards be determined upon. Then, when there came a dispute between two or more countries, such as the dispute between Germany and France over Alsace and Loraine, the Congress of Nations would meet, hear both sides and render its decision, which must be final.

An eminent jurist once said it was not of so much importance that a case should be decided right as that it should be decided. So with the little disputes between nations; it is not of so much importance that they should be decided right as that they should be decided, and save the shedding of the blood of the subjects of both nations. The strip of disputed territory between Germany and France is not worth the sacrifice of the life of a single subject, and yet thousands have been killed over it. Objections may be found to this proposition, because it will be asked: How are you going to enforce the decision of the International Congress? The answer is, by having an army and navy under the control

of the International Congress, and when the Congress renders its decision, the commander-in-chief of the international army will be instructed to enforce the decision of the Congress, and the nation itself having no army, will be powerless to resist the international army and must therefore comply with and abide by the decision. These views of Mr. Roe are new and novel, but are in sympathy with the spirit of the age and the general desire of enlightened nations to settle international questions by arbitration.

Mr. Roe was married April 15, 1885, to Laura B. Rice, the daughter of a pioneer, and a neice of Judge Finn of this city. They have one child, a boy. Mr. Roe belongs to the Masonic Fraternity, being a Knight Templar. He is also a member of the Pacific Union Club, but better than all these, he is a loving and dutiful son to a mother whose pathway through life has been made smooth by the affectionate attention of her son.



JOS. ROTHSCHILD.

JOSEPH ROTHSCHILD.

THE subject of our sketch is one of the most popular and progressive of the younger members of the San Francisco Bar. Born in this city thirty-four years ago, he is a thorough San Franciscan. His father, Henry Rothschild, was one of our most respected Hebrew citizens, and being possessed of means he afforded his son ample opportunities for obtaining an excellent education. That these opportunities were improved no one who is acquainted with the son will question. He attended the public schools, and after graduating from the High School, underwent a course of instruction from a private tutor in order to make him thoroughly fitted for college. He entered Yale College and soon took a prominent place among his classmates. He was not only successful in his studies but endeared himself warmly to all with whom he came in contact. As an evidence of the regard entertained for him by his fellow students, it might be stated, that he was presented with the "Scales of Justice," a prize annually awarded to the most popular student in the law class.

After pursuing a course at the Yale Law School, Mr. Rothschild was admitted to practice by the Supreme Court of Connecticut. Soon afterward he returned to this city, and at once entered upon the active work of his profession. For a time he remained in the office of the well-known law firm of Stanly, Stoney & Hayes, but after a brief season he "hung out his shingle" on his own hook, and his wide acquaintance and the favorable estimation entertained for his ability

soon brought to him a large clientage.

While devoted to his profession Mr. Rothschild has found time to do much good work in connection with several of the benevolent orders. He has been for many years an active member of the Independent Order of the Free Sons of Israel and of I. O. B. B. He is a Past President of the former, and in January, 1890, he retired from service as Grand President of the last named order, which is a representative body of the wealth and intelligence of our Hebrew citizens, and whose jurisdiction covers the entire Pacific Coast. At the close of the last session of the Grand Lodge a banquet was held at which the retiring Grand President was presented with an elegant gold watch, as a token of the regard and esteem entertained for him as a man and in appreciation of his services in behalf of the order. During this session of the Grand Lodge, also, a series of resolutions were adopted sympathizing with Mr. Rothschild in the deep affliction sustained by him a few months before in the loss of both his parents. One of these resolutions reads as follows:

"That this Grand Lodge proffers the sentiment of warmest regards to Brother Joseph Rothschild, and the earnest and heartfelt hope that the future may recompense him for the bitter sorrow of the year 1889, and that it may bring him ample reward for the devotion and love he lavished on his parents, for having been a good, dutiful and obedient son, an affectionate and faithful brother, a friend staunchly to be depended on. May he 'live long in the land' which is the blessing that came to obedient

sons, and may 'length of days,' honor and prosperity crown a career that already gives indication of shedding lustre on himself and his relatives."

Mr. Rothschild was elected by the Grand Lodge one of the District Judges for this coast, and also a Delegate to the National Convention of the World, which met at Richmond, Va., in June of the present year.

Mr. Rothschild has always had a fondness for politics. In the memorable struggle for the adoption of the new constitution in 1879 he was a member of the Executive Committee of the New Constitution party, and at the local convention he was a member of the Conference Committee of Five, to confer with a like committee appointed by the Democratic Convention to agree upon a plan of fusion. In the last Presidential campaign he was selected by the Democratic State Central Committee to open the campaign at Merced, and all through the campaign he did effective work on the stump for the Democracy.

Mr. Rothschild was elected by

the Democrats a member of the Board of Education in 1887, and served on several important committees, besides acting as legal adviser of the Board. He declined a re-nomination from the last Democratic Municipal Convention, feeling that a proper attention to the duties of his office trenched too greatly upon the demands made upon his time by his profession.

Mr. Rothschild's practice, while general in its character, is largely in the line of commercial law. He is attorney for many of the heavy mercantile firms of this city, and also has charge of the property of a number of our leading capitalists, acting as their agent and caring for their interests. As a speaker Mr. Rothschild is fluent, forcible, and when occasion requires it, rises to true eloquence. One of the best specimens of his oratorical ability was displayed in his response to "The Bar," at the memorable Democratic banquet in this city in May, 1884.

Mr. Rothschild is a member of the Democratic State Club, and is prominent in the councils of the party.



CHARLES P. SHEFFIELD.



CHARLES P. SHEFFIELD.

IF foreign immigration has not in all cases been of a desirable character, certainly the instances are more than numerous where it has conferred inestimable benefits, not only in helping to fill the waste places of the land and cause smiling towns and cities to spring up, but also in bringing to our shores men fitted to advance the cause of the industrial arts.

There are many such here among us in San Francisco. Of these, is Charles P. Sheffield, who, with James Patterson and N. W. Spaulding, combined to form the "Pacific Saw Manufacturing Company" just about a quarter of a century since. Mr. Sheffield is a native of England, having been born in Derbyshire in 1819. While young he attended night school, and there received the rudiments of an education. He learned his trade, that of sawmaker, in Sheffield, the great center of English edge tool manufacture. He arrived in New York in 1845, when about twenty-six years of age. He worked there at saw making for Worrell & Co. and Hoe & Co. He also worked in Baltimore, where he first made the acquaintance of Mr. Patterson. He visited Pittsburg, too, everywhere doing good work at his trade. The gold discoveries in California attracted him, and after waiting long enough to know that they had left a permanent impress on the character of the coast and room for workers in other avocations than that of mining, he set out for San Francisco, where he arrived on July 6, 1850. He came by the Panama route and in the steamship Panama. From this city he went to Downieville, Sierra County, where he engaged to run a saw mill for Col. Durgan.

He was afterwards partner with Craycroft in a saw mill in the same place. But there was a broader field of operations opened to him, and in 1852 he removed to this city. As early as 1845, Mr. Sheffield had seen a solid plate with inserted teeth, but in 1848 he himself made nineteen saws in Pittsburg, each saw in six parts and joined together by flanges. Mr. Sheffield made the first circular saw manufactured on this coast in 1852. It was of boiler iron with inserted teeth. It was run in a mill at Twenty-Six Mile House on the Auburn road. In the same year this gentleman went to the mountains where he remained till 1855. In the latter year he came to San Francisco. Mr. Sheffield started a repairing shop and an importing saw establishment at the corner of Battery and Jackson streets with George Stead, his old employer. For all these years he was engaged in saw milling and saw repairing, but in no wise dreaming of the future in manufacturing that was before him. In 1859 he sold the business out to his partner and went to the mountains for the second time. In the fall of 1863 he came to this city, and went into partnership with Mr. James Patterson. In 1865, Mr. Patterson and Mr. Sheffield made two mill saws, each 12 feet long, and they were placed on exhibition at the Mechanics' Institute Fair and were awarded a premium, being the first ever made on the Pacific Coast. One was used by McPherson & Wetherbee's mill and the other at Duncan's saw mills. It was then that both conceived the idea of making instead of repairing saws, and being joined in 1866 by N. W. Spaulding they proceeded to carry out their ideas practically and with

the greatest success in the teeth of the most overwhelming obstacles.

The rest of Mr. Sheffield's life story belongs to the history of the industry to which, for twenty-five years, it has been unremittingly devoted. Mr. Sheffield was first married in New York in 1847, and in 1886 to his present wife in California. He had one son, Mr. Charles M. Sheffield, a bright, promising youth, born in 1856 in California, who graduated from the State University with honors in 1879, and who subsequently graduated from the Hastings' Law College in 1882 and was admitted to the bar of San Francisco the following year. He gave

promise of a successful career in the profession of law, but unhappily died in 1884.

Though seventy years of age, Mr. Sheffield is active and vigorous, attending to every department of the manufacture with the same care and efficiency that he did over twenty years ago. He is a life member of the Territorial Pioneers and also a life member of the Mechanics' Institute. He belongs to the Masonic Order of this city. He is stout and robust, under the middle height, and in figure and features is a typical Englishman. His mother country has no reason to be ashamed of her son.

DEAD.—The above article was written while Mr. Sheffield was in the enjoyment of good health. He died on December 14, 1889.



ISAAC H. SMALL.

ISAAC HENRY SMALL.

THIS gentleman, well and widely known as the senior member of the firm of I. H. Small & Son, at 574 Brannan street, has been for many years prominently identified with the manufacture of wood-working and other machinery in this city, and is therefore entitled to a more extended mention in this connection than our limited space will permit. He may properly be referred to as the father of the industry of which he has for many years made a specialty, the establishment of which he is the head having been founded by him in 1864, and having always been the leading and indeed the only one of importance in its line upon the Pacific Coast. Mr. Small has also been the inventor of many ingenious and useful appliances and improvements in labor-saving machinery, which have been of great utility in the wood-worker's art, besides having perfected and put into practical form the ideas of hundreds of others.

Isaac Henry Small is a native of Bowdoinham, in the State of Maine, where he was born on November 6, 1828, and is therefore now in his sixty-first year. His ancestors on his father's side were among the early colonial settlers of New England, from Scotland originally, while his mother was of English and Irish extraction. Beyond a doubt Mr. Small has inherited the shrewdness and business tact of his Scottish-Irish ancestry, with the good-natured *bonhomie* of the latter, while strongly predominating are the mental traits and characteristics which distinguish New Englanders, and which have made them the greatest inventors of the age. This gentleman is of Revo-

lutionary stock, his grandfather having served in the War of Independence, and his father having "done the state some service" in that of 1812-15 with Great Britain.

After receiving his education in the public schools of Brunswick, in his native State, at the age of sixteen he entered the employ of his father, who was engaged in the merchandising business. Young Small early showed a decided *penchant* for mechanics and kindred pursuits, and finding the confinement of his position irksome, he retired from his father's counting-room and engaged in the business which was to be the employment of his future life. He entered a factory extensively engaged in the manufacture of machinery, and which was especially noted for its output of the various machines used in saw-mills and flouring mills. His adaptability to his chosen business was soon made evident. He progressed rapidly in the knowledge of his trade in all its departments and details, and while yet a very young man had risen to be the master mechanic of the establishment. His position was a responsible and lucrative one, but he was young, active, energetic, and withal ambitious, and California offered a more promising field for the attainment of his desires than did older Atlantic States. He contracted the "gold fever," and on the 18th of January, 1854, he bade adieu to family and friends, and started to seek his fortune on the shores of the Pacific. Coming by the Nicaragua route, he arrived in San Francisco on February 23, 1854, remaining in the city but a few days, when he started

for the mines at Horseshoe Bar, where his two brothers—who had preceded him to California—had located a mining claim. Here he had his first experience with the “pan,” the “rocker,” and the “long tom.” The claim was a good one, and in a single season he was made comparatively rich, but becoming badly affected with the poison oak of the locality he left the mines and returned to San Francisco. He here engaged in teaming on an extensive scale. The business was successful and profitable; he made money, and finally disposing of his interest to advantage, he returned to his Eastern home on a visit to his relatives and friends, to whom the recital of the adventures and experiences of the young and adventurous Argonaut in the then distant California were, of course, of great interest.

Possessed of the necessary capital, Mr. I. H. Small established a machine shop at Old Cambridge, near Boston, Mass., but, as has been the case with hundreds of old Californians, he concluded to make the Golden State his future home and base of operations. This was in 1857, and Mr. Small sold out his establishment at Old Cambridge and returned to the State of his adoption by the Nicaragua route—the same by which he had come in 1854. At this early day, the feasibility of an inter-oceanic canal by way of Lake Nicaragua and the San Juan river had already been mooted, and Mr. Small became interested in the project. He has since remained a believer in and advocate of this great undertaking, and it is probably now but a question of time when it will be an accomplished fact.

For some three years after his return to California Mr. Small was employed in the Vulcan Foundry, and in 1860 entered into business on his own account at Petaluma. Remaining at that place less than a year, he was offered and accepted the foremanship

of the Pacific Foundry in San Francisco. In 1862 he filled a similar position in the Golden State Foundry, and some two years subsequently, in 1864, he bought the machine-shop at the corner of Market and Beale streets, and began the manufacture of wood-working machinery. The establishment thus founded was the first devoted exclusively to this class of machinery, and, as we have said, Mr. Small thus became entitled to be called the father of this new and important industry. This gentleman now devoted his entire time and attention to the development of his business, and was very successful. He made several inventions and improvements upon principles already formulated, among the most important of which were the justly celebrated Small planers and wood cutting machinery, which have achieved the reputation of being by far the best ever produced. These valuable machines have come into very extended use, and the demand on Messrs. Small & Son's establishment has not been confined locally, but extends throughout the neighboring States and Territories, British Columbia, Mexico, the Hawaiian Islands, and even to distant Australia and New Zealand, where a number are in successful operation. Another of the inventions of I. H. Small is the roller re-saw, which is superior to any yet devised for box-makers' use. This ingeniously constructed device is a top-and-bottom saw, capable of splitting boards at the rate of 100 feet per minute, or four times as much as was possible with similar machines twelve years ago. The roller re-saw has been in use now about six years. The slotten cutter-head used to hold the knives in position on wood planers is one of the many and by no means the least important of the inventions emanating from the fertile and inventive brain of Mr. I. H. Small. This valuable appliance was produced in San

Francisco several years before it came into use in the Eastern States, and had Mr. Small taken the precaution to patent it, it would alone have yielded him a fortune.

The inventive and mechanical faculty possessed by this gentleman has also been of great practical advantage to hundreds of others, who, having conceived an idea of value, were unable to develop it, and through his instrumentality numbers of machines and devices have added to the working power of manipulators of wood and the useful metals. Mr. Small is not only a skilled and experienced mechanic, but is an accomplished draughtsman and designer. Designing may be considered his "forte," and an important branch of the business.

In 1876 the factory and works were removed from their old location to Nos. 574-576 Brannan street, near Fifth, where Messrs. I. H. Small & Son have enjoyed a monopoly, and still control the business in the lines of which they make a specialty. In August, 1886, the establishment was destroyed in the memorable fire which swept that portion of the city, but from its ashes, Phoenix-like, has risen a completely and thoroughly equipped factory for the production of wood-working and other machinery; a specialty, as said, being made of the former.

Mr. I. H. Small has thus seen our fair city grow from comparative insignificance to its present greatness and prosperity, and he may well take a pride in the general advancement and manufacturing progress in which he has been so largely interested.

This gentleman is an old and prominent member of the Independent Order of Odd Fellows, in which great organization he is at present a

Past Grand. He has been for many years Treasurer of the order in San Francisco, and now fills that honorable and responsible position. He is a member of the Board of Directors of the I. O. O. F. Hall Association, and as such took a prominent part in the erection of the magnificent and stately building which rears its lofty walls at the corner of Market and Seventh streets, and which is the most elegant and imposing hall of the I. O. O. F. in the world. Mr. Small took a leading part in the sale of the old property on Montgomery Street, and has since been on the Auditing Committee in the new temple.

Mr. Small has been twice married, having lost his first wife by death some eighteen years ago. His son by this union, Mr. Charles Henry Small, is now his business associate, and has displayed rare ability both as a mechanic and a general business man. This gentleman was born March 2, 1852, and has been an invaluable addition to the firm originally founded by his father. He is spoken of in the highest terms by all who know him, both in his business relations and social capacity.

The present wife of Mr. Small is an estimable lady whose maiden name was Julia Helen Gerow. The light of the household is a charming and interesting child of less than three years, with the pretty and poetical name of Gladys.

In addition to his prominent connection with the Independent Order of Odd Fellows, Mr. Isaac H. Small is also a member of the A. O. U. W. and of the Knights of Honor, in the deliberations and operations of which societies he takes a lively and active interest and participation.





JOHN SPAULDING.

JOHN SPAULDING.

A striking instance of the certain reward which follows the efforts of a man possessed of unswerving integrity, close observation, indomitable perseverance and strict attention to business is to be found in the subject of this sketch. John Spaulding comes of good old New England stock, and is a direct descendant of Captain Job Shattuck, who served with distinction in the old French war, and also in the Revolution. Captain Shattuck's wife, Sarah Hartwell, was a woman of strong characteristics. She was one of those patriotic women, known in her neighborhood, as "Mrs. David Wright's Guard," who, a few days after the 19th of April, 1775, hearing that Leonard Whiting, a noted Tory, of Hollis, N. H., would pass through Pepperell, collected at the Bridge over the Nashua river and when Whiting appeared, seized and searched him. Dispatches from Canada to the British in Boston were found in his boots.

Mr. Spaulding was born in the town of Milford, New Hampshire, March 2, 1827. His father was a farmer, but also owned sawmills, shingle mills and clapboard mills. Here the first twenty years of his life were passed. He attended the district school during the Winter months, and a good part of the time assisted his father upon the farm or in the mills. It was in this latter occupation that he developed a taste for mechanics, and obtained a knowledge of machinery which was of great value to him in after years. As he neared man's estate, young Spaulding had a longing to see more of the world, and he started off, as many a New England boy had before and

since, to seek his fortune. He first located at Lowell, Massachusetts, where he started to learn the trade of wood-turning. He soon found that he had made a mistake; that the avocation was not what he had fancied, and he pushed on to Boston. There he got work with a painter, and after a brief apprenticeship was soon making good wages. For some time he worked in the Old Colony Railroad Company's shops, and afterward in carriage painting in South Boston. He was then 26 years of age. There was a steady emigration going on to California. Tales of the great fortunes to be made in the Golden State were current all through the East, and many of the brightest and brainiest of the young men of New England were among the number of those who were thronging to the new El Dorado. Spaulding caught the fever, and the Summer of 1853 found him in San Francisco. Like most new arrivals, his first point of destination was the gold fields. He went to Sonora and located a claim which he worked for eight or ten months. He found his hard labor poorly repaid, however, and resolved to return to San Francisco. The young metropolis was at that time filled with a floating population, and employment was scarce. He soon found an opportunity to obtain work in the redwoods of San Mateo County, of which he availed himself. The mill, which belonged to Col. E. D. Baker, was located on the Pulgas Rancho, at what is now known as Woodside, a few miles back from Redwood City, just at the base of the Coast Range. At this mill there were twenty-four saws in the gang and they used to do wonderful execution upon the prop-

trate monarchs of the forest. Here Spaulding's experience in his father's mill in early days proved serviceable. At the time he began work, early in the year 1854, redwood lumber was worth \$50 a thousand, and shingles \$10. As other mills were started up, however, the market became better supplied, and by May the price of lumber had declined to \$25 per 1000. About this time he engaged to work in another mill owned by Richardson Brothers. The millmen became short of funds and offered to pay Mr. Spaulding for his work in lumber at \$20 per 1000, but as it would cost him \$22 to get it to San Francisco, he refused these terms and returned to the city. Two weeks after Mr. Spaulding left Richardson's mill it was blown up. After a few days in San Francisco he went to Napa where he worked during the harvest season. When that was over he came back to San Francisco and resolved to remain here. For a short time he worked at painting and then went into the water business. He supplied water to the citizens before Spring Valley did, though his system was not so elaborate.

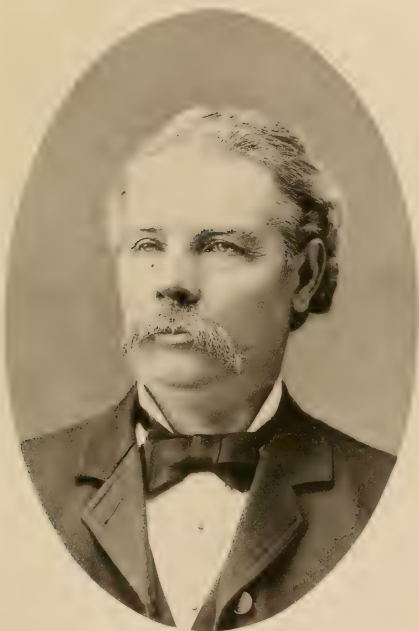
He bought a water-cart, and obtaining water from wells sold it to customers in different parts of the city. The charge generally was \$1 for twenty buckets, each holding five gallons, and he made money by disposing of it at one cent a gallon. Having accumulated quite a sum in this business a desire to return East and revisit his old home came upon him. He at first thought he might remain there, but the people were too slow; he longed for the bustle and excitement of San Francisco, and at the end of five months he was back again. He invested with a partner in the milk business, having a dairy on Brannan street, but after seven or eight months he disposed of his interest and soon afterward bought a route on the *Herald* newspaper. After the fail-

ure of that journal he bought a route on the *Evening Bulletin*, and also one on the *Morning Call*. These routes he retained until four years ago, and he considered them the best investment he ever made. For what he paid \$2,200, he realized over \$10,000, besides paying him a handsome monthly income during twenty-seven years. One day in March, 1865, Mr. Spaulding saw an advertisement in a Boston newspaper offering for sale the patent right of a newly-invented machine for cleaning carpets. He entered into correspondence with the parties, and as a result purchased the right for the machine on this coast. This was the beginning of his present large carpet-beating business. Since that time Mr. Spaulding has, by the exercise of his mechanical skill, made numerous improvements which have been patented, until the machines used by him are, without doubt, the most perfect in the United States. A few years ago he engaged in the manufacture of excelsior, but a fire destroyed the factory in Puyallup, Washington, and the venture ultimately resulted in quite a loss to him. About this time he added a cleaning and dyeing business to his carpet beating, which has been very successful. To give an idea of the magnitude of Mr. Spaulding's business, it might be said that last year the gross receipts were over \$60,000. He constantly has from 35 to 45 hands employed in the works, besides 12 carpet-layers on the outside. When some additions to his machinery are completed, he will be able to beat and renovate 3000 yards of carpet per day. Some time ago, being dissatisfied with the charges made by the Spring Valley Company for water, he dug a well on his premises from which to get the supply for his boiler. The water contained much sediment, and caused scales to form in the boiler, so he feared he should have to apply to the corpora-

tion again. He set to work, however, and invented a style of boiler tubes by means of which the water is so heated and purified, that it enters the boiler perfectly clean; there is no adhesion to the tubes and no scale. This invention, which he has had patented, saves him, he estimates, from \$50 to \$65 a month.

Mr. Spaulding has been twice married. By his first wife he had two children, a son and a daughter. The

former is in business with him, and the latter is married and living in this city. Mr. Spaulding is a member of Yerba Buena Lodge, I. O. O. F., and also of California Lodge, No. 1, Knights of Pythias. Although Mr. Spaulding's life has been a most active one, he is very well preserved, and now, somewhat past middle age, his vigorous health gives promise of many years of usefulness to come.



N. W. SPAULDING.

NATHAN WESTON SPAULDING.

THE name of N. W. Spaulding is well known to the people of the Pacific Coast as an inventor and as a representative business man. His ancestry is traced back to as early as 1630, and through two centuries and a half has the name come down connected with America and American affairs.

He was born at North Anson, Maine, on the 24th day of September, 1829. Early in life he exhibited a mechanical turn of mind, and his father being a practical mechanic, and his uncle a millwright, their valuable assistance enabled him to rapidly acquire a thorough knowledge in these branches, and at the age of 20 he was competent to lead, and found employment as such in Boston and in Portland, Maine.

In 1851, he joined a party from his native State, determined to seek their fortunes in the new land of gold. They came to California by way of Panama. The mines being their objective point, they soon found themselves in old Calaveras. The friends here separated, Mr. Spaulding finding employment in the construction of the first quartz mill ever built in the State, the castings for which had been shipped around Cape Horn but were lost before reaching here. In this dilemma, Mr. Spaulding went to San Francisco and made a new set of patterns for the mill, and Peter Donahue having just opened his foundry, on First street, engaged to make the castings for the same which he did, only one lot of work having been turned out of the foundry previous to the irons for this mill. But mining still had its charms, and in the Summer of 1852, he and others cut with a

whip-saw over 20,000 feet of lumber, and flumed the bed of the Mokelumne River. After six months' unremitting toil their flume was swept away by a flood and all their hopes of a fortune vanished. After this he constructed the saw-mill on the headwaters of the Mokelumne River that cut the lumber used in the construction of the old Mokelumne flume and canal, which he was also engaged in building. He subsequently built and conducted the first hotel in Campo Seco, at which place he married in the year 1854. In August of the same year a conflagration destroyed not only the hotel, but the town as well. After this he removed to Clinton, in Amador County, where he continued in the mill business and built two bridges which spanned the Mokelumne River. Seeing the opening which existed for a new industry in the State, he started a shop for the repairing of saws in Sacramento in 1859. Here it was that he invented the adjustable saw-tooth which has so completely revolutionized the business throughout the whole country. Improvement succeeded improvement, until the chisel-bit saw-tooth was introduced to the trade. In 1861 he removed to this city, and in 1864 became associated with James Patterson and Charles P. Sheffield, the trio forming the Pacific Saw Manufacturing Company. The N. W. Spaulding Saw Company is, however, a distinct institution, being incorporated under that name and of which he is the President and Manager. Its principal feature, distinct from the Pacific Saw Manufacturing Company, is in manufact-

uring large circular saws with inserted teeth, and chisel-bits and saw-mill machinery.

As previously noted he has taken a prominent part in public affairs. Although he is by no means a public office-seeker, he served four years in the City Council of Oakland, and was twice Mayor. He was the originator of many of the most substantial public improvements of our sister city. When President Garfield succeeded to the Executive Chair, he was appointed Assistant U. S. Treasurer, which he filled for four years, to the entire satisfaction of the country. During

that time over three hundred and twenty millions of dollars were safely handled by him, without the loss of one cent. He is a zealous Mason, and has held many of the higher offices in that fraternity. He has a residence in Oakland, and is the father of a large family. He is a picture of health and vigor, being tall and stately, six feet three inches high, and weighing two hundred and thirty-five pounds. A true friend, a good citizen, a man of good judgment and of quick perception as an inventor, he has made his mark, and is regarded as one of the best general mechanics on the Pacific Coast.



GLAUS SPREGKLES.

CLAUS SPRECKELS.

FOR many years the name of Claus Spreckels has been a household word in California, and later throughout the length and breadth of the United States. What he has contributed to the development of the agriculture and industry of the Pacific Coast, and the impetus given by the enterprises in which he has been engaged to the commerce of San Francisco, will be better understood half a century hence than it is even to-day. As in many other notable examples calumny and misrepresentation have not failed to assail him, but for some time past, in the light of his eminent services to his adopted State and city, the voice of envy has been hushed, and little else has been heard save eulogy. His career would furnish ample material for a volume in itself, and as the record of the struggles and triumphs of a self-made man it would relate a story of absorbing interest. But here we must be brief, and can only give the leading features of a successful life spent in the service and betterment of his fellow-men.

Mr. Claus Spreckels was born in the kingdom of Hanover in the year 1828. But despite his sixty odd years he may still be regarded as in the prime of an active life. He sought the land of liberty at a comparatively early age, settling in Charleston, S. C., in 1846. Here his eldest son, John D., was born. For some years he carried on a grocery business in that city. He thence sought New York where his previous occupation was continued. In 1856 he directed his steps to California and in this city established the Albany Brewery. Here he introduced some practical improvements

which for a long time gave the Albany a lead in the trade in this city. But his experience in the grocery line would not long allow him to remain outside of it. Accordingly, we soon find him determining to connect himself with the principal branch of the trade—sugar refining.

In 1864, in conjunction with his brother, he established the Bay Sugar Refinery, now known as the American. Mr. Spreckels conducted this refinery for two years. At that time the sugar refining interest in San Francisco was at its lowest ebb, and for long previously had been in a most unsatisfactory condition. The East had an almost virtual monopoly of the sugar trade of the coast, and the efforts at sugar refining here were for a long time marked by the wrecks of unhappy enterprises. The outlook was not inviting. This, however, in no way discouraged Mr. Spreckels. He had long determined to revolutionize the sugar trade. At that time, by the old method of refining, it took a period of six weeks to complete the operation. How to shorten it was the problem, and one to which Mr. Spreckels devoted himself with untiring assiduity for a period of nearly two years. The difficulties were such as not one in a thousand would have successfully overcome, but he was not to be defeated. Night and day he toiled. He made costly experiments. He put all his fortune in the venture, invented new machinery, and at last succeeded. The refining and clarifying processes were shortened, and twenty-four hours after the centrifugal process was completed, refined sugars were turned out. For the first time in history the terms cube

and crushed sugar were given to the world of commerce. From this time forth the refining industry on the coast began building up until it attained the distinction of being the leading one, and now we not only do without Eastern supplies, but our sugars are distributed over the central States as far as the Missouri, and have been sold in New York and Chicago.

In 1867 Mr. Spreckels began refining with the new processes in a small wooden building, which subsequently became the cooperage of a larger refinery. But such was the skill with which the business was conducted that new buildings had soon to be put up. What was known as the old refinery was erected in 1868; what was known as the new, in 1871. Together these had a capacity of fifty million pounds a year. It was now considered that the summit of possibilities had been reached, but here again all were agreeably disappointed. After long negotiation the Hawaiian treaty was concluded, and though at first Mr. Spreckels, in common with others, had opposed it believing it to be inimical to Pacific Coast interests, he made the best of it, and in his hands it was converted into a powerful engine for the furtherance of our industries and commerce. He conceived a gigantic project which was nothing less than refining the whole of the possible sugar product of the Islands in this city. He also set to work to develop sugar planting on the Islands. There could be but one result of all this, and that was another, and, this time, a gigantic refinery. This was put up at the Potrero, where cargoes could be loaded and unloaded readily. It is 397 feet long, ten stories high, and cost fully two million dollars. It has a capacity of about a million pounds a day, and is one of the largest refineries in the world.

One would have thought that Mr. Spreckels would have been

satisfied with this achievement, but luckily such was not the case. From refining sugar to sugar growing in California was but a step. This he determined to take. The beet sugar business had been carried on here in a desultory way, but with no great success to those interested. He soon found out that the soil was especially suitable for it. The next thing was to learn something practical about not only the culture of beets, but the methods used in extracting the sugar. To this end he went to Germany in 1887, and made himself thoroughly master of all the processes used both in factory and field. In 1888 he erected a \$400,000 beet sugar factory at Watsonville and entered into contracts with the farmers in the neighborhood to buy up all the beets they could grow on 2,500 acres. The result has been a great success, and in various parts of the Pacific Coast farmers are bestirring themselves in the matter, more especially as Congress has provided for the payment of a substantial subsidy, chiefly through the representations of Mr. Spreckels. He has also built eighteen miles of narrow gauge railroad from Watsonville through Pajaro Valley to deep water on the Pacific Ocean, to provide easy transportation for beets and other farm products.

But his fight with the Sugar Trust, culminating in the construction of a mammoth refinery in Philadelphia, is one of the crowning events of his career. Single-handed and unaided, he has waged successful war with one of the greatest combinations of capitalists ever known in the United States. An interview, published in a San Francisco newspaper, gave in a salient manner the most interesting points of his business policy and character, as exemplified in that gigantic struggle. Having explained his purpose regarding the great refinery then in course of erection, and giving an emphatic denial to the statement

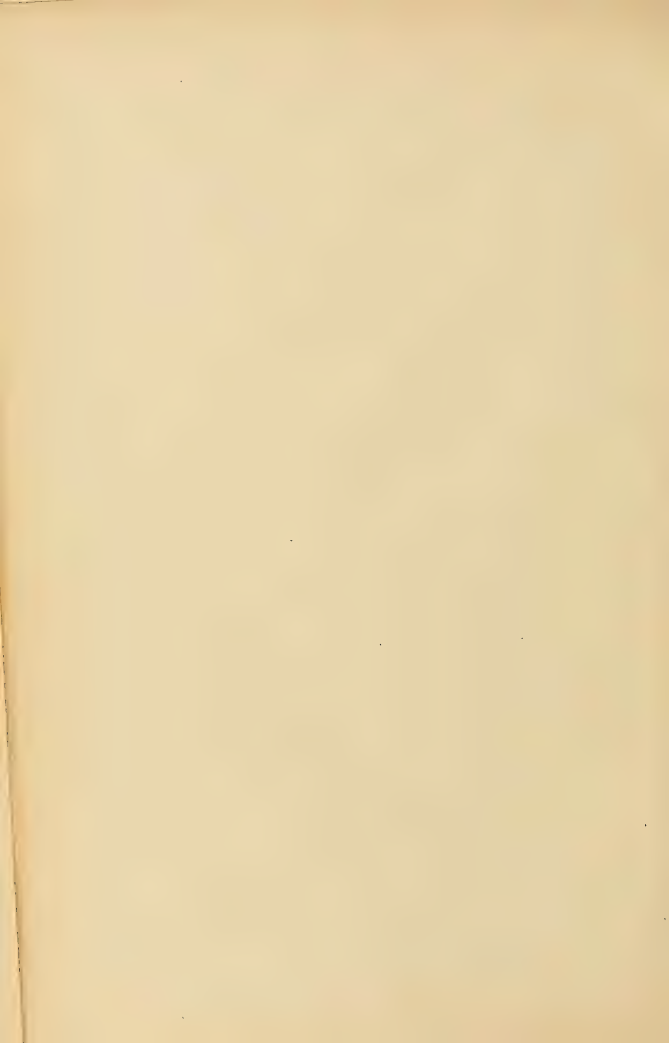
that he intended to join the Sugar Trust, Mr. Spreckels said: "I never yet have gone into anything unless I could have it all my own way. I have the finest location in the world. There on the Delaware, I have a site that I paid half a million for, but I could get a million and a half for it to-day. Ships can come right up to my wharves with raw sugar, and on the other side are railroad tracks on which I can distribute all over the country. I will use my California refinery to supply all local trade and points this side of the Missouri River. From Philadelphia I can send sugar to Chicago, St. Louis and New Orleans, and cut under the Trust prices."

Speaking of his beet sugar enterprise, which is confined to California, Mr. Spreckels said: "I do not believe in low wages. We do not want our workmen reduced so that they must live as do some of the laborers of Europe. I want my beet sugar industry protected and nursed until, like a growing child, in time it will be able to stand alone. I believe that California alone can, in a few years, produce enough sugar to supply half the demand of the United States, and that California, Oregon and Washington together can produce enough to supply the entire country. Some of the land around Watsonville paid the farmers who raised sugar beets as high as \$55 an acre. Beet sugar making has been tried here before, but the people did not know how to manage it. In the Sacramento scheme several years ago some \$600,000 were lost. People were doubtful and hesitated about going in with me, but it was really not an experiment as I was sure of success before starting at Watsonville. We are going to put up ten factories in California like that at Watsonville, and have organized the Occidental Beet Sugar Company, with \$5,000,000 capital stock. Having distributed seed for experimental growing,

as a result I have now a map which shows me exactly where beets that yield the most saccharine grow best."

Through the growth of the sugar industry, fostered by Mr. Spreckels, the Hawaiian group has taken rank in the world of industrial States, while our trade with it has rapidly developed from small volume to an annual value of over fourteen millions of dollars, and the fleet of Pacific Coast built vessels engaged in the Hawaiian trade have added an unusually large proportion to our share of the American mercantile marine. The number of men employed in the various industries thus created by Mr. Spreckels may be reckoned by thousands, and were our trade with the Islands, which is largely due to his enterprise, taken away, our merchants would find that a conspicuous portion of their business had slipped from their grasp.

The Oceanic Steamship Company, which was organized on December 24, 1881, with a capital of two millions of dollars, by the Spreckels Brothers, and which has done such yeoman's service in the development of commerce with Australia, is an offshoot of the great sugar industry, founded by their enterprising and energetic father, Claus Spreckels, who may have other industrial achievements in view, but who has already accomplished sufficient to place his name on an enduring pedestal of fame. He is still physically strong and perfect, of a ruddy, healthy hue, with a fine presence, an open, pleasant countenance and a cheerful word for everybody. His sons, John D., Adolph B. and C. A., forming the firm of John D. Spreckels & Brothers, are amongst our most successful business men, and give promise of a career as distinguished as that of their gifted father, who is truly the architect of his own fortune and one of the greatest master builders of this queen city of San Francisco.





LUKE GEORGE SRESOVICH.

LUKE GEORGE SRESOVICH.

LUKE George Sresovich was born in the beautiful city of North Ragusa, Austria, on the 18th day of August, 1850. His father was an architect and builder by profession, but was better known as the great ship and house joiner of Ragusa, as he did all such work for the ship-builders and house carpenters of that city. He was also largely interested with other members of his family in the lumber trade and general merchandise.

At the age of eleven young Sresovich, in company with a relative, began visiting the various countries of Europe. Some three or more years were thus profitably employed. In 1866 he bade farewell to home and kindred and came to the new world in search of fortune. He remained in New York for a short time, and then took passage for California in the ship Andrew Jackson, arriving in San Francisco in the fall of 1867. Here he began a course of study under Dr. Hoddard. He subsequently became a student at Santa Clara College, where he carried off several medals and diplomas for proficiency in studies and good conduct.

After the completion of his education he entered a large commission house, that of his uncle, J. Ivanovich, as shipping clerk. In 1870 he went into the wholesale fruit business on his own account on Sansome street. His venture proved so successful that he was soon forced to procure more commodious quarters. By an arrangement with the Lick estate, a large building on Washington street was remodeled to accom-

modate his growing trade. Unfortunately, his health began to fail, and by the advice of his physician he returned to his old quarters, which had been improved and enlarged.

Early in the "seventies" heavy consignments of cocoanuts from Tahiti and other South Sea Islands were made to the San Francisco market, which was often overstocked, when the cocoanuts had to be thrown into the bay. Mr. Sresovich attempted to save the nuts by a drying process. He did not meet with much success at first, but patience and well-directed effort were eventually rewarded, and to-day his "Pioneer brand" of desiccated cocoanut is claimed to be the best in the world. It has taken the medals and premiums at all our State fairs and exhibitions. At the World's Exposition, at New Orleans, it was awarded a diploma; it also gained a medal at the Oregon State fair.

At the present time the manufacture of desiccated cocoanut is an important industry. Whole cargoes of the nuts are now received and converted into a delicious crystalline condition defying climate and time. Several vessels are engaged by Mr. Sresovich in this trade. He is not only a dealer in fruits and a manufacturer of fruit products, but a grower as well. His great fruit ranch at Byron is among the noted ones of the State, and will excel them all in certain varieties. He has also a large packing and drying establishment at San Jose. He also carries on a steady export trade with the South Sea Islands and Australia.

Eighteen years ago he opened up a market for our fruit to Australia, Mexico, China and other remote countries. By Mr. Sresovich's enterprise and foresight, the orchardist as well as the steamship companies were greatly benefited.

At the present time the yearly shipments to foreign parts aggregate over 200,000 cases. This is all the more gratifying from the fact that when the shipping of fruit to Sydney, Dunedin and Christchurch was first started, eighteen years ago, very discouraging letters were received, stating that there was no market. Subsequent events have shown what perseverance can do. The Australian fruit trade has grown to such dimensions that the steamers to the antipodes had to refuse large consignments in 1888 as they could not accommodate more than 16,000 to 20,000 cases by each boat. Mr. Sresovich is largely interested in the banana trade between the Hawaiian Islands and San Francisco. He has made contracts with Mark P. Robinson of Honolulu to raise and ship to

this port large quantities of the luscious fruit. Five years ago the trade was less than one-tenth of what it is now, the arrivals being from 6,000 to 8,000 bunches per month, and the freight being 75 cents per bunch with five cents premium.

Mr. Sresovich has solved a knotty railroad problem at San Jose, where all the goods are shipped direct from his warehouse. He has also pushed the sale of fruits raised at Watsonville, San Jose, San Pablo and Soquel, by establishing packing houses in each town and transporting their products to other markets. He is connected with the Masonic fraternity, and is an Odd Fellow and a member of the Austrian Benevolent Society, etc. Some 15 years ago he married the daughter of a prominent farmer, who has blessed him with three children—one daughter, Evelyn, and two sons, George L. and Byron L., aged five and one year respectively. This is the life history of one of our esteemed and enterprising citizens.



LELAND STANFORD.

LELAND STANFORD.

WHEN a man, by his abilities, whatever may be their character, raises himself to a position of great wealth and influence in the country, he wins, perhaps, more of the envy of his less fortunate competitors than anything else. If the works which have led to his wealth have been such as to confer large and increasing benefits upon the world, then he compels our admiration; but if while yet in the vigor of manhood he conceives and carries out some grand enterprise which shall advance the welfare of future generations, bestowing with liberal hand the millions he has acquired in order that this good may be made as secure to posterity as human skill and wisdom can make it, then he commands not only our admiration, but the reverence and love of our hearts.

And this is what Leland Stanford has done. It is not necessary that his life should be written in books in order to perpetuate his name, for that he has indelibly impressed upon the continent by the iron road which winds its way across the plains and over the Sierras, connecting the Atlantic and Pacific seaboard, and he has erected a still greater monument so that posterity shall cherish his memory in the Leland Stanford Jr. University, one of the greatest gifts made at any time by one man to any people. It is well, therefore, if not necessary, that every book which is intended as a work of reference, with regard to the lives of those who have taken an active part in the advancement of San Francisco, and especially adapted for the use and satisfaction of those who shall come after us, should contain a biographical sketch

of Leland Stanford. And that is all we can do here, just give a mere sketch, briefly alluding to the principal works of his life. The effect they will have upon the State and county a century hence, no man can calculate, for the possibilities, when viewed in comparison with works of lesser magnitude instituted in the past, are beyond human comprehension.

Leland Stanford is a native of New York State, where he was born in Albany County, on the ninth day of March, 1824. He comes of English ancestry, though the branch to which he belongs settled in America as early as 1644. He received a good education in his native State, and determined upon the law as a profession, beginning its study in the office of Wheaton, Doolittle & Hadley, of Albany, in 1845. On being admitted to the bar he looked to the West for a place in which to settle, and determined upon Port Washington, Wis., where he located in 1848. Two years later he was married to Miss Jane Lathrop, daughter of Dyer Lathrop, a prominent citizen and merchant of Albany.

While in the practice of his profession at Port Washington his library and the most valuable portion of his effects were burned. This apparent catastrophe gave to the Pacific Coast one of its greatest financiers, philanthropists and statesmen, for instead of continuing in the practice of the law Mr. Stanford decided to emigrate to California, where his brothers were engaged in business and mining, joining them in 1852. Soon afterwards he settled in Michigan Bluff, Placer County, where he conducted a successful business for about four years.

His brothers were now in Sacramento, where their trade had grown to large proportions, and in 1856 Mr. Stanford joined them as a partner, devoting himself in the interests of the establishment, which had various branches throughout the State and demanded close attention, as well as executive ability to properly conduct it.

In 1860, Mr. Stanford was chosen delegate to the Chicago Convention, where he made the acquaintance of Abraham Lincoln, and voted for him as Republican candidate for the Presidency. He was in full accord with the Union party, and it is worthy of note that President Lincoln, with his shrewd judgment of men, recognized in him an able and trustworthy friend of the Government, seeking his counsel and advice with regard to Pacific Coast appointments. He spent considerable time in Washington after Mr. Lincoln's inauguration, and was there in 1861, when he was tendered the nomination for Governor of California by the Republican party, but sent a letter of declination, which was not accepted or made public by the recipients, who had full faith that when he became aware of the importance attached to his nomination he would reconsider his refusal. This really proved to be the case. California's loyalty to the Union depended upon the election of the Republican candidate, and Mr. Stanford did not shirk the responsibility of the position, but taxed his resources and energy to make the campaign successful. The result was beyond the expectations of the most sanguine, he being elected with a plurality of 23,000 votes, running ahead of his ticket by 6,000 votes. Much might here be said with regard to the harmony which existed between Governor Stanford and the administration at Washington, but this belongs to National and State history more than to the narration of that of a single life. Suffice it to say,

that at the close of his term of office there was no more loyal State in the Union than California, and that the unusual compliment was paid him of a unanimous resolution by both Houses expressing their sense of obligation to him in the following words:

"Resolved, That the thanks of the people of California are merited and are hereby tendered to Leland Stanford, for the able, upright and faithful manner in which he has discharged the duties of Governor of the State of California for the past two years."

Mr. Stanford declined the most urgent appeals to accept a second nomination, for there was a project in consideration of such magnificent grandeur that to insure its being brought to a successful completion would require the concentration of his every faculty.

"In the year 1860 (before Congress had passed any act looking to the construction of a transcontinental railroad) a few gentlemen living in California met together, and as a result of this meeting concluded to have preliminary surveys made over the Sierra Nevada Mountains to see if it were possible to build a railroad across them. Civil engineers had declared that it was not practicable to build a road over those mountains. The result of that exploration was that we determined that a road could be built, and we finally organized a company in 1861, having that purpose in view." These are Mr. Stanford's own words, spoken before the Senate in 1888.

The physical and financial difficulties which had to be overcome were greater than any company had ever before attempted to assail. The grand result was celebrated on the twentieth of May, 1869, when Leland Stanford drove the gold spike which completed the Central Pacific Railway, and the good news rang out with every stroke of the silver hammer, in the telegraph stations all over the

continent, that the wondrous work was finished and that the Atlantic and Pacific were connected by the greatest iron highway in the world.

The effect which it has had in developing the resources of California and making its superior advantages of climate and products known abroad is beyond computation.

The writer of a biography can only deal with facts, he has no right to judge of the inner feelings or promptings which led the individual under consideration to act as he has done, but if one may surmise, regarding the motives which have influenced Mr. Stanford in much of his work, the conclusion would be that he had an intense love for and belief in the State of his adoption as a land of the greatest promise in the future, and that he had taken upon himself the task of demonstrating to the world that such was the case. The great estate of Palo Alto, in Santa Clara and San Mateo Counties, and the Vina Ranch in Tehama County, would seem by their management and disposition to indicate that such is the case, but when we come to this part of Leland Stanford's life we feel that we have a most difficult task. No mere words will ever be adequate to express what he has done for California, and probably the best and only way is to state bare facts and let the reader weave around them all that his fancy or imagination may dictate.

The Palo Alto estate is where the thoroughbred horses which have surprised the world were raised. In all it comprises upwards of 7000 acres, and in its several departments of trotting horse, running horse, farming, vineyard, park, house, etc., it probably has no equal as an exemplification of what can be accomplished in this State by a proper expenditure of labor and capital. It forms a part of his donation to the Univer-

sity which he has founded and which is here located. The Vina Ranch, which has also been donated by Mr. Stanford, consists of 55,000 acres, 3,575 acres of which are in vines, constituting the largest vineyard in the world. There are 1,500 acres of alfalfa, 3,000 acres in grain, also orchard, hay, grazing and timber land, the whole constituting an exceedingly valuable domain.

The Gridley Ranch in Butte County, comprising 20,000 acres of wheat land, constitutes a third donation. To designate all this as a princely gift would be but a tame and senseless expression; it is only with the imagination, and not by words, that we can gain a proper idea of its magnitude.

Of the University itself, it is still more difficult to frame a proper description. It is called the Leland Stanford Jr. University, in memory of a beloved and only son. It is designed to furnish an education reaching from the kindergarten of childhood to the mechanical, scientific, or professional occupations of manhood.

Mr. Stanford was elected United States Senator in 1888, by one of the largest majorities ever given to a candidate, and will be his own successor. We could not pretend in such a brief sketch as this to give even a tithe of the works of public utility in which he has been engaged. We have briefly indicated the most noticeable. He has a palatial residence in this city where he lives when his Senatorial duties do not call him to Washington. He was President of the great road which will ever be linked with his name from its inception in the year 1889, when his Senatorial duties induced his resignation.

Even if he did no more to entitle him to our gratitude he will ever be regarded in this country as one of the foremost men of his time.



WILLIAM STEINHART.

WILLIAM STEINHART.

IF the true particulars of the histories of all those who started in business in early times in San Francisco could be obtained and given to the public, a history of surpassing interest could be written. But many have died and made no sign, while the failures of others induce them to keep in the shade. Enough, however, remains to help to give the story of San Francisco as it has never before been told. As a whole, the community has been fortunate and progressive, and the history of this progress is narrated in the lives and fortunes of those who exemplify the maxim of the survival of the fittest. The histories of successful men, however, often show but a continued career of good fortune, as has been that of William Steinhart.

Born in the Grand Duchy of Baden, Germany, in 1830, he received his education in that country and early served his apprenticeship to a mercantile career. He came to New York in 1848 when only eighteen years of age. In that city he was engaged in the dry goods business until 1853. In the same year he was attracted by the fame of California and concluded that there was a fortune there for the ambitious and enterprising, and so it proved in his case. He opened up a clothing and dry goods store on Sacramento street, then the leading and fashionable business street of San Francisco. He prospered from the start. He continued to do business on Sacramento street for four years, but there was an interregnum of two years when he was in New York. In 1859 he returned to his old business again and pursued it with such success that a new building had to be provided for its accommodation. This was done, and in 1867 it was removed to its present location. Here for twenty-two years the trade carried on has prospered and has grown to wonderful dimensions if we compare what it is now with its status thirty-six years ago.

His brother was admitted as a member of the firm in 1859. In 1867 he formed a co-partnership under the firm name of W. & I. Steinhart & Co., with William Scholle, Charles Adler, and I. Steinhart.

Mr. Steinhart was happily married in 1859 while on a visit to Europe. His amiable wife has presented him with six children—five girls and a boy, Jesse Steinhart.

He has not been unmindful of the duty of lending a helping hand to home industries, and is interested in several. He was Director in the Pioneer Woolen Mills, in the Gold and Stock Telegraph Company, and the Western Mineral Company. He was Trustee of the California Immigration Association from its start to its close. He is a charter member and trustee of the Hebrew Orphan Asylum. He has been a trustee of the Widows' and Orphans' Fund of Fidelity Lodge, F. and A. Masons. He has been also actively interested in the cause of charity, and was President for six years of the Eureka Benevolent Society. He is a Mason, being a member of Fidelity Lodge, F. and A. M.

Possessed of an ample fortune, he does not need to engage in business any longer, but his active temperament will not allow him to retire. His success in life may be attributed not only to a good early training in business principles and methods, but also to a happy, even temper, and a courteous and gentlemanly demeanor towards all. Men like him it is who render possible not only the foundation of great cities, but also of great commonwealths, which are more indebted to commerce and industry than many historical writers are willing to allow.

He was the founder and first President of the B'nai B'rith organization, a powerful order which was started in 1856, and which now has on this coast close to 3,000 members. He was also its first grand officer.



CYRUS H. STREET.

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THOUGH Cyrus H. Street is not a pioneer of California, the position which he holds in San Francisco entitles him to a place among those who have and are taking an active part in the growth of both the city and State. Whatever may be said about the inheritance of certain traits of character, it is certain that we find many who show distinctively by their walk in life that they are possessed of the most prominent features of an ancestor. To some extent at least, Mr. Street is an example of this fact. His grandfather, Aaron Street, laid out the towns of Salem, O., Salem, Ind., and Salem, Ia. The ground on which the latter town is built he took up by pre-emption immediately after the Black Hawk War, and kept a hotel at this point for several years. He was noted at this time for his historical knowledge, entertaining his guests during many a Winter evening by the recital of facts and incidents in history, while he walked back and forth in front of the great fire-place, such as has now itself become a matter of history.

Cyrus H. Street, himself, was born on a pre-emption in Iowa, near where Bloomfield now stands, on September 7, 1843. He received his education chiefly at a private school in Council Bluffs. He studied law four years with his father, who was one of the most prominent and successful lawyers in Iowa. His health not permitting him to practice, he engaged in the now active business of real estate, in which he has ever since remained. He laid out an addition in the town of Council Bluffs, now known as Streetsville. It is not an undue compliment to his ability as a business man to

state that he has been largely instrumental in advancing the real estate interests of this State, and in making the superiority of California lands known abroad. In this conjunction it may be mentioned that for six years Mr. Street held the position of Secretary and Land Officer of the Immigration Association of California, which was organized by the Board of Trade of San Francisco and supported by the merchants, bankers, railway and steamship companies and business men of San Francisco generally, in order that immigrants might be thoroughly and correctly posted regarding the land values, climate and productions of different sections of the Pacific Coast, without personal cost to themselves.

It is estimated that the population of California has increased by 500,000 persons since 1880. The Immigration Association has, by the distribution of reliable literature and other means at its disposal, exercised a most decided influence in bringing about such a large increase, and as the Secretary of that institution's affairs, Mr. Street must be given the credit. His life-long residence in the growing West and intimate connection with the real estate business had supplied him with an accurate knowledge of the needs and requirements of the different classes of settlers, and he was thus enabled to point out to them the best means in accordance with their resources of carrying out their desires and becoming permanent residents of California. Many who have helped to make up the large increase and to triple the value of the land by planting vineyards, orchards, etc., would have returned home to dissuade others

from making a similar effort had no one been at hand to direct them in the proper road to success. It is estimated that the Immigration Association settled 125,000 people on the Government lands of California; lands which it had been believed for years were only suitable for grazing purposes. It was only by the hearty support of the merchants and other business men of San Francisco that Mr. Street was enabled to accomplish this work against the strong opposition of wealthy stockmen, who were using these lands for grazing purposes.

Before coming to California, and as early as 1863, Mr. Street was in partnership with his father in Council Bluffs, Ia., and also with Judge A. H. Church, in North Platte, Neb. In 1876 he came to San Francisco via the Union Pacific and Central Pacific

Railroad, since which time he has taken an active part in the city's advancement.

The real estate firm of C. H. Street & Co. was established in 1888, at which time the business, books, papers and good will of the Immigration Association were turned over to him as a compliment for his faithful services while in its employ. Mr. Street was married in 1866, his wife dying November 16, 1887, and leaving four children, one of whom is Assistant Cashier of the Woodland Bank, of Woodland, Yolo County, in this State; one is a student in Harvard University, and the other two are young and are attending school. He was remarried on June 11, 1889. Mr. Street is a member of the Presbyterian Church of Berkeley and an honored citizen in both social and business circles.



I. W. TABER.

ISAIAH WEST TABER.

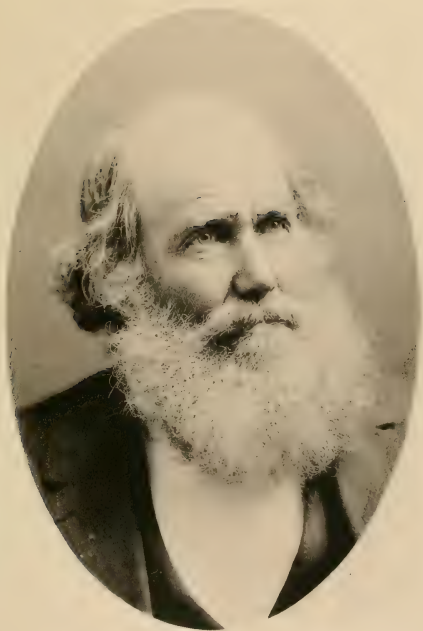
FEW things tendered more to develop inherent talent and ability than the California gold discoveries, and the spirit of adventure which they prompted. But for them, many who have attained wealth and honors would have been contented to have lived a quiet life in some obscure valley or on some lonely farm. Therefore, irrespective of the wealth created by the work of the mines, the world is better off for the energy and talent developed in the race for riches to which they gave rise. One of the most notable men who have come prominently before the world from causes connected with this hegira to the West may be said to be Isaiah West Taber. His name as an artist and photographer has long been a household word on the Pacific Coast. He was born in New Bedford, Mass., in 1830, and inherited a passion for the sea. He attended the public schools of his native city till when 15 years old he could no longer resist the desire to become a sailor. So in 1845 he shipped on board the "Adeline Gibbs," on a three years' whaling cruise in the North Pacific. The voyage was very successful and the individual share of each sailor was very considerable for the time.

One year after his return to his native city Mr. Taber took passage for San Francisco. He arrived here in February, 1850, when the gold excitement was at its height. He did not, however, go to the mines, but deeming that there was as much riches to be gained on the sea as on the land, he engaged for a trading trip to Valparaiso and the Marquesas. While on this cruise a boat's crew of which he was one were

attacked and surrounded by savages at one of the islands. Here Mr. Taber was severely wounded and returned to San Francisco. He then went to the mines where he had a reasonable amount of success. He also embarked in farming, having taken a mountain ranch among the foothills. Here he remained till 1854, when he returned to New Bedford. In that city he commenced to study dentistry, and later opened an office and was a skilled operator; but he always had a taste for photography and made several excursions in the course of which he obtained some excellent views. He had at last found his profession and has ever since been passionately devoted to it. He facilitated the mechanical operations of his art by many notable inventions and soon acquired much fame and popularity. He opened one of the first galleries in Syracuse, N. Y. His name as a photographer soon reached even the Pacific Coast, and Bradley & Rulofson offered him exceptional inducements to become attached to their establishment. This he did, arriving in San Francisco in 1864. He remained in their employment till 1871, but he soon saw that there was a fine field for him to enter into business for himself, and after being with Mr. Morse for three years, he established a gallery at 12 Montgomery street. The present gallery over the Hibernia Bank was opened in 1878. Since that time his well-won fame has gone on increasing, till to-day, as an artist, he is celebrated all over the world. His gallery in appointments, equipment and variety of work has no superior. Most of the notable people who have visited our shores have had their

portraits taken by him. At his gallery can be seen life-like portraits of some of the leading men of many lands. His landscape views and scenery, which embrace scenes from all the most noted parts of the Pacific Coast, may be said to be unrivalled. He married in 1871, and has two lovely daughters as the result of the union. His appointment as one of the Commissioners of the Yosemite Valley was a tribute to his artistic skill. He is a member of

Golden Gate Lodge, No. 18, A. O. U. W., as well as of several other social organizations. In manner he is genial and unostentatious. He is generous of heart. His judgment is sound, his intellect keen, his nature sensitive. His cordiality adds an additional charm to his manner, and is calculated to enhance the impression produced by his well and merited renown. He is one of San Francisco's notable men.



MATTHEW TURNER.

MATTHEW TURNER.

CAPTAIN MATTHEW TURNER was born on June 17, 1825, on the shore of Lake Erie, in the Township of Geneva, County of Ash-tabula, State of Ohio. He was educated in the log school-houses of the neighborhood. He learned seaman-ship on the lakes in the Summer, and shipbuilding on shore in the Winter. He arrived in San Francisco (via New Orleans and Panama) on the third day of May, 1850. He mined in Calaveras County three and a half years. He subsequently went to sea for twenty years. Since 1874 he has resided in this city, and has been engaged in shipbuilding and merchandizing. He has helped to develop an industry that is quite important amongst us to-day, and which has a most promising future.



ISAAC UPHAM.

ISAAC UPHAM.

THE booksellers and publishers of San Francisco constitute an honorable and important body of citizens, and one which is in every way prominent and respected in the commercial community. One of the most esteemed amongst them is Isaac Upham, of the firm of Payot, Upham & Co.

His standing in his business and in the community may be judged by the regard in which he has been held by his associate merchants, who have shown their appreciation by the honors they have seen fit to bestow on him. He came of an honorable, if not renowned stock, his progenitors being counted amongst the men of substance of the land. The origin of the Upham family is not certain, though we find it settled in England and recorded among the gentry early in the thirteenth century. A scion of this stock was among the early settlers in America. In 1635 John Upham with his family settled first in Weymouth, Mass. Later, in the settlement of Molden, he was a deacon in the church and for several terms a member of the general court in the colony. From him it is thought is descended all of the name in the United States and British America. Isaac Upham is of a good revolutionary stock, his grandfather having fought on the patriotic side in the battle of Bunker Hill. Isaac Upham was born at Union, Me., May 22, 1837. His father, Benjamin P. Upham, was brought up as a farmer, but in after years added to farming the occupation of storekeeper, and accumulated considerable property. Young Isaac left his native place in 1843 when only seven years old, and went to Appleton, Me. On the death

of his mother we find him in Newburyport, Mass., where he attended school for one year and supported himself by carrying newspapers. Returning thence we find him at Union again, where he lived on a farm with his uncle, John Upham. He attended the High School at Lincolnville for three terms. He began teaching school at the early age of 17. Next year he entered the Maine Wesleyan Seminary at Kent's Hill, remaining there until 1860, having graduated from the scientific department the preceding year. On leaving the seminary he decided to cast his lot with the dwellers on the shores of the Pacific. On March 20, 1860, he sailed from New York to California. His first employment in the Golden State was in the capacity of clerk for Paulin Rouse, in a store near Hansonville, Yuba County. Here he had to be satisfied with the small remuneration of \$25 per month. This did not content him long and a few months later he commenced teaching school in a district of Butte County, still known as Upham District. He followed the occupation of teacher in various districts in this county, until the Fall of 1863, when he was elected County Superintendent of Schools for two years, from March, 1864. Besides attending to his duties as County Superintendent, he taught at Oroville during this period. In the Fall of 1867 Yuba County honored him as her School Superintendent, he occupying the position until March, 1870. He was recognized as an able Superintendent and an efficient teacher. When his term of office in Yuba County had expired, Mr. Upham moved to San Francisco

as a representative of the firm of Wilson, Hinkle & Co., of Cincinnati. He attended faithfully and successfully to their interest for one year, then purchasing a half interest in the business of Henry Payot & Co. At this time, the firm, which did business at 622 Washington street, dealt principally in foreign books, works of value and interest in the French, Spanish, and other European tongues. At that time the entire trade only sufficed to employ the energies of the members of the firm and three clerks. Five years subsequently its headquarters were moved to 204 Sansome street.

In the years intervening since Mr. Upham acquired his interest in the firm, now Payot, Upham & Co., business has increased very largely in volume, and has changed somewhat in character. It has been extended to Eastern and English publications, and stationery in all its branches, so that it is now one of the largest wholesale and importing stationery and bookselling firms on the Pacific Coast. Its success is largely due to the energetic business methods and practical business knowledge of Mr. Upham. He was married in San Francisco, February 7, 1874, to

Nancy R. Delzelle, a native of St. Louis, Mo., of mingled French and Scottish ancestry. They have two children, both promising boys — now at school — Isaac O. and Benjamin. Mr. Upham was President of the Oakland Board of Education from March, 1885, to March, 1889. He has been President of the Union Loan Association since its organization, nearly nine years ago, and Vice-President of the People's Home Savings Bank since it started in June, 1885. He was elected Director of the San Francisco Board of Trade in February, 1888, and in appreciation of his fine business qualities was chosen President in February of the following year. He has been re-elected to the position for the pre-ent year. This in itself is a sufficient testimonial to the estimation in which he is held in the business community. In the prime of life and a leading business man, he looks forward to a distinguished career in the commercial world of San Francisco. Such men reflect honor on the city of their adoption, and help to place it in a commanding position among the leading ones of the world.



OTTO F. VON RHEIN.

O. F. VON RHEIN.

TO the German fatherland are we indebted for some of our ablest and most useful citizens. Among the latter can justly be classed O. F. Von Rhein, the popular real estate agent. As his name indicates he comes of an excellent German family, which for generations has given many worthy sons to the fatherland. He was born in Berlin, then the capital of the kingdom of Prussia, and now the metropolis of the German empire, in 1837. Unusual attention was given to his education; after attending to what answers to our preparatory and grammar schools he was sent to the Prussian Military Academy at Potsdam. This institute compares favorably with West Point in its exclusiveness, thoroughness, and the wide field of knowledge covered by its curriculum. Some of the advantages derivable from the care given to his instruction may be inferred from the fact that he speaks and writes German, English and French with unusual fluency and correctness. Indeed his accent, or rather want of any foreign accent, would lead one to believe that Mr. Von Rhein is a native American. Leaving Germany at the age of 17 years he came to New York. From there, led by that adventurous spirit which characterizes so many Californians, he went to Central America, but soon tiring of the enervating luxurious life of the tropics he decided to come to California. Still a young man, he found in San Francisco the mental and business atmosphere calculated to develop the natural faculties with which nature has endowed him. He arrived here in 1860 via Panama on the steamer "Golden Gate." Therefore, though

not a pioneer in the technical sense of the word, a residence of thirty years amongst us has given him the right to claim a participation in whatever honors are usually associated with the term. For these thirty years have seen San Francisco grow from a small to a great city, her industries to develop in a manner almost magical, and her commerce to spread to the ends of the earth, and Mr. Von Rhein has done his share of the work needed to accomplish these wonders. Successful from the start he sold out his real estate business in 1868 and spent a year with his family in travels in the East and Europe, returning in 1869 as the manager of the Empire Life Insurance Company. He divided for a time his energies between life insurance and real estate, but the latter branch of the business rapidly assumed such proportions as to make it necessary as well as profitable to follow it to the exclusion of everything else. So fully indeed has the firm of O. F. Von Rhein shared in the prosperity that has marked its line of business in San Francisco during the last 10 years, that now his transactions average not less than \$2,500,00 annually. This is a not inconsiderable proportion of the total annual real estate business of the city. There are other real estate firms, however, in San Francisco the volume of whose business is fully as great as that of Mr. Von Rhein, but nearly all of these are conducted by corporations, or by two, three or four gentlemen, associated as partners, whereas he has no associate, hence his duties are numerous and so exhausting that once in about ten years he has been obliged to make a European trip for

recreation. The last of these was made in 1870. The next vacation which Mr. Von Rhein has promised himself is to consist of a trip around the world which is planned to begin this Fall.

Mr. Von Rhein's operations not only include public and private sales but he frequently acts as attorney-in-fact for non-resident real estate owners. His experience, judgment and ability in this respect have caused him to be named as commissioner-trustee or referee by our courts in many important cases, involving in some instances transactions of hundreds of thousands of dollars.

The competency which the subject of this sketch has accumulated is naturally mostly invested in real estate, but he is also interested in other enterprises. Among such, for instance, is the Inyo Marble Quarries which produce a quality of marble equal if not superior to the best Eastern and Italian. For ten years he was the President of the San Francisco *Abend Post* Publishing Co., the oldest German paper in San Francisco.

Politically he is and always has been a consistent Republican. Often honored by private trusts he has never held political office, except

for two years when he served on the Board of Education, at a time when only two Republicans were elected. A ready and pleasing public speaker, he has never hesitated from the platform or with the pen to give expression to his political convictions.

The fact that Mr. Von Rhein is a Knight Templar and a Past Grand and a Past Chief Patriarch, proves that in his earlier years he gave some attention to fraternal orders, but of late, after the labors of the day, he seems to find his entire happiness in the home circle. He has a wife, four children and three grandchildren, and as he is now only 53 years of age, may fairly hope to arrive at the dignity of being great grandfather.

The welfare and progress of San Francisco have always been dear to his heart. He has been associated with both in no mean degree. A man of refined and quiet tastes—a well-read and scholarly gentleman. he has still a career of future usefulness before him, and both physically and mentally may be classified as a young man. Though a Republican, he is thoroughly independent in his estimate of men and things. He is able, progressive, conscientious—the true type of a useful citizen.

GEORGE WALLENROD.

THE name of this gentleman is a familiar one to residents of San Francisco, with whose interests he has been identified for nearly thirty years. Since its erection he has been well and favorably known to amusement lovers as manager of the Alcazar building, in which is located the elegant and popular theater of the same name, and the construction of which stately structure he personally superintended. We are glad to present herein a brief sketch of the principal events in the life of George Wallenrod, which cannot fail to be of interest to his many friends and our readers in general.

Mr. Wallenrod is a native of Germany, having been born in Leipsic on the 23d day of June, 1835, and is, therefore, now in the fifty-sixth year of his age. When a child he came with his parents to New York, and received his education in the public schools of that city. When a boy of fifteen, young Wallenrod first came to California, making the long and arduous voyage in a sailing vessel "around the Horn." This was in 1850, shortly after the discovery of gold at Sutter's Fort, which electrified the world and resulted in the memorable "rush" of thousands of young, hardy and adventurous men, who were to be the founders of a new empire upon the shores of the distant Pacific.

As was the case with a large proportion of new arrivals, Mr. Wallenrod proceeded to the mining districts and delved for the precious metal in El Dorado and Placer Counties for a time and with varying success. In 1859 the 60-Mile House was erected by him, and in 1865 he went to Virginia City and purchased the Russ

House. June 1868 he disposed of his interest in the hotel, closed up his affairs, and decided to make San Francisco his place of residence, which it has been for the past twenty-nine years. Coming here in 1868, Mr. Wallenrod engaged in merchandising and continued therein for some five years, or until 1873. In that year a favorable offer was made to him by the late Charles De Young, of the *San Francisco Chronicle*, which had already become a prominent factor in metropolitan journalism. The position was one of responsibility and trust, and for ten years, or thereabouts, Mr. Wallenrod discharged his duties in an exemplary and highly satisfactory manner, securing the respect and esteem of all with whom he was thrown in contact in business or socially, and forming a large circle of friends and acquaintances.

The project of erecting the handsome Alcazar building having been determined upon, Mr. Wallenrod was entrusted with the superintendency of its construction, and upon its completion assumed the management, which posit on he has held for the past four years. The magnificent structure, now so familiar to San Franciscans, was completed in 1885, from designs specially conceived and matured by Mr. M. H. De Young, who selected a style of architecture at once unique and impressive, the Moorish and Arabesque predominating, in accordance with the name itself, which is of Arabian origin. The beautiful and well-arranged theater, with a seating capacity of 1,050 persons, was completed in 1885, and the public first admitted on March 30th of that year,

though the formal opening did not occur until the 16th of October following. It may properly be described as a jewel among theaters, and has received a well-deserved, liberal and appreciative patronage from the public. The opening night was an event in theatrical circles, celebrated with great *eclat*, the leading role being taken by Miss Emma Nevada, with the beauty, wealth and fashion of San Francisco as pleased and applauding spectators. Mr. George Wallenrod may well feel proud of the splendid property under his efficient management, which receives his full and constant care.

This gentleman is a Benedict, and has a family of two sons, Masters George, named after his father, and Leon, aged respectively 15 and 13 years. The boys are attending school in this city, the oldest being an attendant at business college and the youngest at the public school, and are promising lads, who give strong

indications of "making their mark" in the future.

Mr. Wallenrod is personally agreeable and affable in manner, entertaining in conversation, genial and sunny by nature, and sociable and kindly in disposition. As a result he is a general favorite, as before remarked, and his friends, "their name is legion." He is a member of the Knights of Honor, Improved Order of Red Men, and has taken a lively interest in the affairs of the Grand Army of the Republic, in which organization he holds an honorary membership, conferred by reason of the many kindnesses and courtesies extended to the various Grand Army Posts in this city and vicinity. He has ever been ready to aid, by benefits at the theater under his control and otherwise, this worthy organization, and few, if any, citizens are better entitled to the kindly feeling and appreciation of the veterans than is George Wallenrod.



JAS. A. WAYMIRE.

JAMES A. WAYMIRE.

IN a small farm house, located where the flourishing city of St. Joseph, Mo., now stands, the subject of our sketch was born forty-eight years ago. Stephen K., the father of James Andrew Waymire, was at that time a carpenter and farmer, and owned 160 acres of land adjoining the then small village of St. Joseph. Three years after the birth of James he started overland with his family, in a company of which his brothers—Frederick and John—with their families were members, for the new territory of Oregon. The emigrants had only made a few days' journey past the Missouri River, when Stephen Waymire was thrown from his horse, sustaining fatal injuries. This sad accident so grieved the widow that, with her young son James, she returned to her father then residing in Buchanan County, Mo. Here mother and son lived until 1852, when her father, James Gillmore, decided to emigrate to Oregon, taking with him his family, including the widow and her boy. They settled near Roseburg, and there young Waymire aided his grandfather in building his new home. On the farm he was always busy, fencing, cultivating and clearing the land, while during the long Winter evenings he perused such books as the home library afforded, and early stored his mind with much useful knowledge. When 14 he branched out for himself and was soon earning good wages in the harvest field, in splitting rails, and other work on neighboring farms. When he was 16 years old, having purchased a horse and saddle, he obtained employment in driving cattle to Washington Ter-

ritory at \$2 50 per day. During all this time he continued his reading and studying as opportunity offered. When 17 he had a good knowledge of mathematics and Latin, had mastered the rudiments of Greek, and had learned phonography. In 1860 he began teaching school at a salary of \$50 per month. This was the year of the presidential election, and though not entitled to vote, young Waymire espoused Republican principles and made numerous speeches in behalf of Lincoln. In the Fall of that year he assisted in reporting the proceedings of the Legislature for the *Oregonian* and several other papers. At this time he formed the acquaintance of Col. E. D. Baker, and at his suggestion resolved to study law. He set about it at once, continuing his school-teaching in the Spring. Then came the opening of the civil war. Although young Waymire had set his heart upon entering college, and was working hard to that end, his patriotism was too strong to resist his country's call. He gave up school, invested part of his precious savings in the purchase of a horse and accouterments, and on his nineteenth birthday entered as a private in a cavalry regiment then being raised in Oregon. His first military service was as a member of an expedition during the following year under the command of Col. R. F. Maury, sent eastward to protect the frontier and care for overland emigrants. In February, 1863, Waymire was made a corporal, and two months later he was commissioned second lieutenant. Soon after this he was sent with a detachment of twenty men and two Nez Perces

scouts to pursue and punish a party of Snake Indians who had been making a raid among the white settlements. Lieutenant Waymire overtook the savages and administered a crushing defeat, capturing their horses and destroying their camp. In the course of the action he was at one time engaged with three of the enemy; two he disabled, and timely aid arriving, the unequal contest was ended in his favor. The success of this expedition gave the young officer a reputation as an Indian fighter, and early in the following year he was ordered to take a detachment of twenty-five men and proceed to the south fork of John Day's River, where he was to form a camp and protect the white settlers from the incursions of the Indians. The frontier which he was expected to protect extended for a distance of nearly 100 miles. He succeeded in inducing the miners located at Canyon City to raise a company of volunteers to aid his slender forces. This reinforcement, which was commanded by Joaquin Miller, the poet, increased his force to seventy-four men. The severity of the weather which the little army encountered in their pursuit of the enemy discouraged the auxiliaries, and twenty-two of the miners returned home. With the remainder the Lieutenant pressed on, and early in April he overtook a body of between 300 and 500 hostiles, many of them mounted. The engagement, which began at an hour before noon, lasted until nightfall, and was most obstinately contested on both sides. By the exercise of some skilled maneuvers and the better discipline of his command, Lieutenant Waymire succeeded in routing the foe with a loss of but five men and a few horses on his side. This action raised his military reputation still higher, and he was handsomely complimented by the general officer commanding the department. Soon after this he served as adjutant of a large force sent

against the Indians. When Sherman by his march to the sea broke the backbone of the rebellion, Waymire felt the war was virtually over, and tendered his resignation, returning to civil life, becoming private secretary to the Governor of Oregon. During the two years which followed, in addition to his duties in the office of the executive, he studied law, wrote for the press, and occasionally appeared upon the lecture platform. In February, 1867, he was commissioned a second lieutenant in the regular army, and remained in the army until September, 1869, having been promoted to first lieutenant in the meantime, when he tendered his resignation, saying that he wished to establish a home for his family. He had tired of the monotonous existence of army life in a period of peace. He resumed his law studies at Salem, Or., and in September, 1870, was admitted to practice. During the session of the California Legislature in 1869-70, and again in 1871-2, he reported the proceedings for the old *Sacramento Union*. In May, 1872, he was appointed phonographic reporter for the California Supreme Court, in which position he served three years. In 1873 he delivered the oration on Memorial Day at Sacramento. In May, 1875, Mr. Waymire began the practice of his profession in San Francisco, in which he continued until his appointment to the Superior Court, to fill a vacancy, in October, 1881. During his service on the bench, extending over a period of more than a year, Judge Waymire evinced an excellent knowledge of the law, and his industry was remarkable. He rendered 1100 decisions, and of thirty appeals from his judgment, only three were sustained by the Supreme Court. At the end of his term he was nominated for the position of Judge, but a split in the ranks of the Republican party resulted in his defeat by a small majority.

Judge Waymire has a large and

lucrative practice, having been counsel in many cases of great public importance. He is prominent in Grand Army circles, and is now serving his fifth term as President of the Veterans' Home Association of California. It was chiefly through his efforts that a branch of the National Home for disabled volunteer soldiers and sailors was established in California.

Though not a politician in the ordinary sense, he has always taken an active interest in public affairs, being a zealous Republican. He


wrote the platform of the party in 1890, and is a member of the State Executive Committee.

Judge Waymire was married in June, 1865, to Miss Virginia Ann Chrisman, a lady whose parents were born in Virginia and came West by way of Kentucky and Missouri to Oregon. The fruit of this union is two sons and two daughters. At his lovely home in Alameda the Judge puts off the cares of his professional life, and in the domestic circle is a devoted husband and father.



ADOLPH C. WEBER.

ADOLPH C. WEBER.

 F those men at the head of the different banking institutions of San Francisco, none are more possessed of the different qualifications necessary in filling such a position of trust than Mr. Adolph C. Weber, the subject of this brief sketch, whose career of twenty years at the head of one institution, which he has placed upon a financial footing equal to that of any in the country, has marked him as one of the city's most capable and eminent financiers.

Mr. Weber was born in Homburg, Rhenish Bavaria, May 29, 1825. He was brought up amidst the influences of a refined and happy home, and his father, who was the presiding Protestant Minister of a district composed of fifteen parishes, looked after the education of his childhood. When he arrived at a capable age he entered college, pursuing his studies for eight years, at the end of which time he was prepared to take up the study of a profession, and of the many branches open to him he concluded to adopt that of engineering. Accordingly, in 1844, he entered the Polytechnical school of Munich, from which institution he graduated four years later. Realizing then the necessity of practically furthering his knowledge of the science of engineering, he voluntarily offered his services to the military branch of the government. Being accepted he was appointed to the corps of Royal engineers, serving as an officer until 1853. At this time his parents became very solicitous as to the welfare and whereabouts of his oldest brother, who had embarked for America, in 1836, and from whom

they had not heard since he left the Missouri River in 1841, on his way to Sutter's Fort in California.

After 1848, meager reports of the first returning gold seekers from California had led them to believe he was the Weber located in the southern mines and at Stockton, which city he had laid out at the head of the navigable waters of the San Joaquin River. This news increased their anxiety, and being unable to bear up under this long silence any longer, the parents conferred with their younger son, Adolph, upon the advisability of his going in search of his brother. He at once consented, and obtaining a furlough, in 1853, for one year for this purpose, he started for the United States. Upon his arrival in New York he lost no time in obtaining passage on the steamer "Union," which, after an uneventful trip, landed him at Aspinwall. Crossing the Isthmus he endured all the inconveniences which were then incident to that journey, and on this side took the steamer "California" for San Francisco, where he arrived in July, 1853. The same day he set out for his brother's home in Stockton, reaching there the next morning. The meeting between the two brothers, who had been so long separated, may be better imagined than described.

His brother, Capt. Charles M. Weber, had emigrated to California in 1841 with the first train leaving the Missouri River that separated from a regular Oregon caravan, for the purpose of coming to California. With the party were Gen. Bidwell, Capt. Bussell, Josiah Belden, Henry Huber, and others, and after arriv-

ing here, Capt. Weber entered the employ of Capt. Sutter, to whom he had letters of introduction. He remained during the winter season with Capt. Sutter, and in 1842 engaged in San Jose in the merchandising business which he followed until 1845. He then purchased and located on the Rancho Campo de los Franceses, a Spanish grant, where is now the present site of Stockton, which city, in 1848-9, he had laid out in conjunction with Major R. P. Hammond. Many immigrants had pronounced the San Joaquin country entirely barren, fit only for mining and stock growing, and that all efforts to cultivate it would be futile, but Capt. Weber believed otherwise and practically demonstrated the fertility of the soil, by planting around his home a great variety of imported vines and fruit trees, and fine flowers and berries, and as early as 1852 produced excellent wine from his grapes. He was untiring in his efforts to encourage those cultures by distributing plants, trees and cuttings, gratuitously, to settlers, and thereby advance the agriculture of the young State of California. His death, which occurred at Stockton in 1881, removed from our midst one of California's brightest and most progressive men. His friends were legion.

Soon after his arrival in California Mr. Adolph C. Weber concluded to stay and make it his home. He, as well as his brother, was very favorably impressed with the climate and the State's natural resources, and so well contented was he to stay that he at once sent in his resignation to the Bavarian government which was at once honorably accepted. Unable to find much employment in his line in San Francisco, there being little demand for his profession, he engaged in ranching and stock raising in Santa Clara County, on his brother's land grant, San Felipe y Las Animas, from 1853 to November, 1855. He then returned to San Fran-

cisco, and found employment in the assay office of the U. S. Mint, of which Judge Lott was then Superintendent, and Major Jacob R. Snyder was Treasurer. In 1859 he resigned his position, owing to ill health, and went to Geyserville, Sonoma County, to regain it; there engaging in mercantile pursuits until 1861, when he went to Stockton, his brother desiring him to take charge of his affairs there, so that he could visit his old home in Germany. The disastrous floods, however, of 1861-2 frustrated the proposed visit and it had to be indefinitely postponed. For six weeks the property where Mr. Weber lived was under water. During this time he assisted in saving and righting matters till the flood was down. He then again returned to San Francisco to rejoin his family, whom he had sent down by the steamer during the highest stage of the flood, this time to make this city his permanent home. A short time after his arrival he engaged in the real estate business, especially in the management of property for both resident and non-resident owners and friends. In this business he has continued ever since.

It is as a banker, however, that Mr. Weber has attained an honored prominence in financial affairs in San Francisco. In 1868 he was prominently identified in the founding of the German Savings Bank, and was one of the original stockholders. In November, 1869, Julius George and he, with some friends, withdrew from this bank and incorporated the Humboldt Savings and Loan Society of which, as a stockholder and investor, he was made President, and has since held that position. In January, 1870, the Humboldt Bank was first opened for business in temporary quarters, on Kearny street, near Market, awaiting the completion of its own bank building which was commenced on the lot purchased by the company and situated on Geary street, near Kearny. The same year the new building was occupied;

since then the bank has remained in that location—its own property.

The many friends and founders of the institution comprised pioneers and early residents of this city, like Gen. E. D. Keyes, H. Luchsinger, C. F. Glein, W. J. Lowry, David Porter, Rudolph Jordan, Joseph Frank, F. J. Thibault, John Wieland, John Pforr, Charles Mayne, M. J. Dooly, M. Rothenbaum, H. Barroilhet, A. Hoelscher, Rudolph Herold, S. A. Drinkhouse, Isaack Kohn, M. Waterman, B. E. Tittel, F. Grasshoff, W. H. Schmidt, A. Gansl, Charles and F. Lemme, Theodor Koehler, B. Schweitzer and others. They, with their elected directors, and assisted by their able attorneys, first the late Julius George, Esq., and at present Alexander H. Loughborough, Esq., have supported the enterprise steadily. The line of deposits increased constantly until it had reached at the last semi-annual period the sum of \$2,607,505 26, with a reserve fund of \$66,000. The present directors are: Adolph C. Weber, President; Henry Luchsinger, Vice-President; W. S. Keyes, A. H. Ryhiner and W. J. Lowry. As the head of this flourishing institution, Mr. Weber is deserving of much credit, and the immovable financial rock upon which the Humboldt Bank stands is due to his executive ability and management in financial affairs.

Mr. Weber is a life member of the German Benevolent Society, and a member of the Deutscher Verein. He was also one of the first members of the San Francisco Verein, and afterwards of the Thalia Verein. He has, at times, interested himself in various corporations in the city, and has contributed liberally to every object tending to the advancement of the city of his adoption. Though repeatedly urged to do so by his friends he has never accepted office. Of a retiring disposition, he has always avoided notoriety, being content to live unostentatiously and true to his friends, within the sphere of usefulness he had laid out to follow, doing such good as within his power. In his ideas he is progressive and liberal and his friends are numerous. As one of the builders of a great city he deservedly takes rank.

Mr. Weber was married in 1857, the result of which union was three children. The first is dead, while a son and daughter are living. His second son, Adolph H. Weber, a promising engineer and a graduate of the State University of Berkeley, and of the Royal Saxon School of Mines, Freiberg, was assistant under Professor E. W. Hilgard, in the Agricultural Department of the State University at Berkeley, Cal., and now attached to the State Mining Bureau.



CHAS. A. WETMORE.

CHARLES A. WETMORE.

ONE of the most public-spirited, energetic and progressive of San Franciscans is the subject of this sketch. He is not only a man of affairs, but a man of ideas as well. Endowed by nature with an active, vigorous mind, he has done much to advance the interests not alone of San Francisco, but of the whole State.

Charles A. Wetmore was born in Portland, Maine, January 20, 1847, but came to California when he was nine years of age with his mother and other members of the family, whither his father, Jesse L. Wetmore, who was of the pioneers of the State and prominent in the early days in the development of San Francisco, had preceded them.

In 1859 Charles, then twelve years old, while a student in the Hyde Street Grammar School, in company with R. L. Taber, edited, printed and published the *Young Californian*, which was the first juvenile paper on the coast. He afterwards attended the Oakland College School preparatory to entering the College of California in 1864, from which he graduated, being valedictorian of his class, in 1868, at the age of twenty-one. During the last year of his college course young Wetmore's active intellect was drawn to the labor problem and he became Secretary of the House Carpenters' Eight Hour League. He soon succeeded in organizing all the leagues of Alameda county into a Mechanics' Institute, of which he was elected President. During the last two years of his college course he was the Oakland reporter of the *Evening Bulletin* of this city. His vacations were spent in exploring the State on practical mis-

sions. In 1866 he took charge of the leveling party of an expedition which was conducted under a State appropriation directed by the Hon. Chas. F. Reed, in the Sacramento Valley, to determine the practicability and cost of bringing the waters of the Sacramento from Red Bluff along the Coast Range, through the counties of Tehama, Colusa, Yolo and Solano. In 1867 he devoted the summer, at the request of the college authorities, to canvassing the central, northern and mining counties on behalf of the proposed creation of a State University. His success in awakening the public sentiment was so great that, when at the next session the question came before the Legislature, there was practically no opposition to the plan of the founders of the College of California, whose magnificent property was accepted by the State as the first endowment of what is now the State University. As a testimonial of their appreciation of his labors the trustees refused to accept any further payment of dues from Mr. Wetmore. He was also honored by having the degrees of Bachelor of Arts and Master of Arts conferred upon him. On the day of his graduation he was elected Secretary and Treasurer of the Associated Alumni of the Pacific.

In 1868, immediately after his graduation, Mr. Wetmore went to San Diego, which it was then whispered was to be a future commercial metropolis. He had a strong taste for journalism and he intended to publish a newspaper, but changed his mind and established a real estate agency, the first one in the new city. He had printed an outline map of the harbor and had copies of it placed

conspicuously in San Francisco offices to attract attention. Studying law and searching records led him into partnership with Solon S. Sanborn, a very able lawyer then practicing there. The members of the firm devoted themselves to unravelling and perfecting old land titles. There were a horde of squatters there then, who, influenced by unprincipled lawyers, were misled into seizing the property of absent owners with the hope of defeating their titles. They claimed that the city lands had been improperly disposed of, and a reign of confusion was threatened. Mr. Wetmore was one of the organizers and a leading member of the Pueblo League, whose mission it was to protect the interests of *bona fide* holders of property from the raids of these sharks. An attempt was made to steal Cleveland's Addition, and Mr. Wetmore, in company with Clarence L. Carr and Major Swope, armed for defense, rode up from Old Town, destroyed the string fences before they were completed, and stood guard all day to prevent further aggression. On another occasion, by his prompt and energetic action, he thwarted the scheme of a party of real estate pirates who attempted to steal one hundred and forty acres, including the present site of the courthouse, and all the land from the bay to Horton's Addition, on the north side of D street.

The unequal contest became unpleasantly warm for all parties, and a bill was drawn up by Messrs. Wetmore and Sanborn, confirming the acts of the old Alcaldes and city trustees, and urged before the Legislature so strongly by Mr. Wetmore that it was passed. This put an end to the squatter controversy and laid the foundation for public confidence in land titles in San Diego.

In 1871 Mr. Wetmore joined his father in his railroad work in the Cordilleras of Peru, for one year. Upon his return to California he became

attached to the editorial staff of the *Alta California*. He was soon sent to Washington as the special correspondent of that paper, and while at the national capital he had frequent opportunity to aid San Diego in her infantile development. He secured for the ex-mission lands the United States patent. During his stay in Washington he was a member of the Land Attorneys' Association.

In 1875 he was appointed by the Government special commissioner to report upon the condition of the Mission Indians in San Diego county, and during a flurry of excitement along the Mexican border he secured an order of the War Department establishing the military post which is still maintained in the city of San Diego.

In 1878, he was appointed delegate for the California Viticultural Association to the Paris Exposition. The letters written during his studies of vineyards in France to the *Alta California* created a sensation throughout the country, and aroused the people to the importance of developing viticulture on a grander scale than had been dreamed of before.

On his return from Paris he married a young lady of Washington and abandoned journalism, returning to California to reside permanently. He perfected the organization of the State Viticultural Commission and for several years devoted his whole time and all his energy to the development of the industry which he had aroused. As one of the members of the State Board, Vice-President, Chief Executive Officer, now President, and President also of the National Viticultural Association organized in Washington in 1866, Mr. Wetmore has accomplished an amount of benefit for California's viticultural interests that it is almost impossible to estimate. He was the main agent in the reconstitution of the vineyards of the State. It was eight years ago, in the Livermore Valley, at what is now his charming home, Cresta

Blanca, that Mr. Wetmore began his own vineyard. This was done in accordance with the theory of adaptation of certain vines for certain grades of wine. There was not a single vineyard then planted that produced high grade wines excepting those of Rhenish type. There were no medocs or sauternes. After eight years of careful experimenting, the vineyardists of California have succeeded in reproducing the medocs, sauternes, burgundies, sherries, ports, madeiras and cognacs of the old world. That these are recognized for what they claim to be by European taste and judgment was made manifest when, at the late Paris Exposition, a gold medal was awarded to the California State Viticultural Commission for its cognac, while a similar reward of merit was bestowed upon Mr. Wetmore personally for his exhibit of medoc and sauterne, made at Cresta Blanca. These wines, by the way, were but two and a half years old, and were brought into competition with those produced in the most famous wine districts of France. If wines as young can thus be classified with the best wines in the world, it can readily be seen that after age has matured and ripened their quality they will achieve a reputation equal to any ever acquired by the most famous productions of the vine wherever grown.

This consummation is a practical proof of the soundness of the proposition long since laid down by Mr. Wetmore, that by using the same variety of vines as in the old countries, and in suitable locations, we can approximate and in time may

even surpass in excellence the models we follow. Two years ago Mr. Wetmore advanced the theory that the hygrometric condition of the atmosphere was of the utmost importance in the maturing of wine, and here has experiment substantiated its accuracy. Unlike many other cellars in the State, Cresta Blanca's are not ventilated; the dry atmosphere so characteristic of our climate is not sought to be introduced, but rather excluded, and they are dark and mouldy as any cellar in Bordeaux. As a result his wines are devoid of that pungency and headiness which have so long proved detrimental to the reputation of California clarets. Mr. Wetmore is a firm believer in the opinion that the educated American gentleman has the finest taste in the world and is willing to pay to have it gratified. He is capable of judging when wine is good whether it be made in California or on the banks of the Garonne. He believes it is for the best interests of the California wine growers to cater to the American taste, and to make high priced wines rather than quantities of lower grade. At an auction sale of his wines held in this city, Mr. Wetmore received better prices for those sold than ever were obtained in the United States, and higher than the same brands of foreign wines usually sell for. The development of the Livermore district has proved the wisdom of Mr. Wetmore's selection, and the beautiful valley is now dotted with healthy, productive vineyards. It received the gold medal at the Paris Exposition and its future is assured.



J. N. E. WILSON.

J. N. E. WILSON.

FEW members of the San Francisco Bar have been more successful in their profession, or made more rapid progress in popular preferment, than the subject of our sketch. Elected District Attorney at the age of 28, sent to the State Senate two years later, and, before the expiration of his term, appointed Insurance Commissioner, it is certain that his career has been a brilliant one.

J. N. E. Wilson was born in this city, December 4, 1856. His parents had emigrated to this city from Ohio, but his family originally came from Massachusetts. The uncle of Mr. Wilson's father, Samuel Lewis, was a distinguished lawyer in the Buckeye State, and from him it is possible he inherits his legal tastes. Mr. Wilson was educated in the public schools here, and after graduating from the High School entered the State University at Berkeley. While at the University he devoted particular attention to legal matters, intending to fit himself for that profession, and after being graduated he entered upon his law studies in the office of E. B. Mastick. He passed an excellent examination in the Supreme Court, and was admitted to practice in 1878. His extended acquaintance secured for him from the start a goodly number of clients, and the successful manner in which he conducted their causes not only retained them but attracted others, and he soon found himself in the enjoyment of a fine practice.

In 1883, at the earnest solicitation of his party friends, he allowed his name to be presented before the Republican Municipal Convention, for the office of District Attorney. He

was successful in the convention, and at the polls was elected by a handsome majority, running ahead of his ticket, and during the ensuing two years he conducted the duties of the office, one of the most important in the gift of the people, in a manner to win credit from even his political opponents. In the Fall of 1885, before his term of office as District Attorney had expired, Mr. Wilson was nominated and elected to represent the Twenty-second District in the State Senate. While a member of that body Mr. Wilson's industry and ability bore good fruits, and he secured much important legislation. He was the author of the Park Bill, by the provision of which the commissioners were given authority to expend large sums to beautify San Francisco's charming pleasure resort. He also introduced the bill providing for the opening of streets, the condemning of private property for street purposes, etc. A conspicuous result of the value to the citizens of this law is found in the opening of Van Ness avenue through to Black Point, where it connects with the grand boulevard, about to be built by government aid, along the shore of the bay to the Presidio. Another important bill drawn by Mr. Wilson was that making the obtaining of goods under false pretenses a felony, where it had previously been but a misdemeanor.

Last Fall Mr. Wilson was appointed Insurance Commissioner by Governor Waterman, to succeed Mr. Wadsworth. He accepted the appointment, which was promptly confirmed by the Senate, and in January last he resigned his office as State Senator. On the 5th of April,

of the present year, he assumed the duties of his new position. He is especially qualified for this office, as he has for years devoted a good deal of attention to insurance law, and is well versed in it. Although the term of Insurance Commissioner continues for four years the duties will not interfere with the practice of his profession. Mr. Wilson has always been an active and consistent Republican, and in every campaign since his majority he has labored in the interest of the party on the stump. He is an earnest and convincing speaker, and has acquired a wide influence in the councils of his political brethren. The National Guard has no warmer friend than J. N. E. Wilson, and during his term of service in the Senate he was able on several occasions to advance its interests. This is well known and is thoroughly appreciated by the members of our citizen-soldiery. He holds a commission as Major and Judge Advocate on the staff, General John T. Cutting commanding the Second Brigade.

Mr. Wilson is identified with a number of the fraternal organizations. He is a prominent Odd

Fellow, and represented California at the Grand Communications held at Baltimore and Boston in 1885 and 1886, respectively. He is a member of Excelsior Lodge F. and A. M., San Francisco Chapter, and a member of Golden Gate Commandery, Knights Templar and of the Shrine. He is also a member of the Native Sons of the Golden West. Although since his service as District Attorney most of Mr. Wilson's practice has been confined to the conduct of important civil actions, he has several times been engaged in criminal cases, and in these he has been remarkably successful. His clear, logical manner of presenting the salient points in a case, combined with his urbanity of manner and sincerity of address, prove very captivating to the occupants of the jury box, and if he should elect to follow that path in jurisprudence, there are few lawyers at the bar who would be his peers. Mr. Wilson is married, and his home is a most happy one, and surrounded by his family or in the company of his books, which he loves next to wife and children, he finds a pleasant solace from professional cares.



HENRY B. WILLIAMS.

HENRY B. WILLIAMS.

AMONG the names which are indissolubly linked with the phenomenal growth and permanent prosperity of San Francisco, that of Henry B. Williams must always occupy a conspicuous position. For more than thirty-seven years he has been identified with some of the most extensive and successful mercantile enterprises of the Pacific Coast, and may be well denominated one of the "Builders of a Great City." The firm of Williams, Dimond & Co., of which he was the senior member, ranks among the foremost commercial houses in San Francisco, and has ever been in the forefront of any movement tending to the promotion of the city's trade and the creation of a market for its industrial products. No steamer leaves our wharves that does not carry large consignments of goods shipped under the name of this well known firm. Mr. Williams was a native of the Green Mountain State, having been born at Woodstock, Vt., in 1820.

When 14 years of age he entered the employ of his uncle, Thatcher Tucker, at that time one of the leading wholesale merchants in woolen goods in New York City, whose store was located on Broad street. Here the sterling qualities which raised Mr. Williams to his late enviable position rapidly developed, and such was his assiduity and aptitude at the age of 24, that he was advanced to a partnership in the firm. Having thus attained a recognized standing in the business community he soon after, in 1846, married Miss Mary E. Cooke, of Providence, R. I. The ambitious mind of Mr. Williams, and the unerring instinct ever so promi-

ent a characteristic of the man, led him early into the ranks of the daring spirits who were daily abandoning the comforts and delights of the Eastern civilization for the untried hardships but alluring prospects of the new El Dorado. He left New York for California in 1852, in company with his brother-in-law Joseph J. Cooke, who, with his brother, George L. Cooke, was already established in business in San Francisco. The Cooke Brothers were among the first of the Argonauts, having been passengers on the second steamer that arrived at San Francisco in 1849. Mr. Williams remained in the employ of Cooke Bros. & Co., until 1855, when he accepted the position of correspondent in the old and renowned firm of William T. Coleman & Co. This position he retained until March, 1865, when he established a shipping and commission business under his own name on Front street. On January 1, 1867, Mr. Henry P. Blanchard was admitted to partnership, the firm name being changed to Williams, Blanchard & Co. On July 1, 1868, Charles B. Morgan was admitted into the firm and withdrew from it March 20, 1875. The firm of Williams, Blanchard & Co. was dissolved in 1879, and the present house of Williams, Dimond & Co. was formed, composed of Henry B. Williams, William H. Dimond, and A. Chesebrough. The ramifications of the business of this great concern extended over the length and breadth of the Pacific Coast, while its correspondents were located in all the leading cities of the world. In 1876, Williams, Blanchard & Co. became the agents

of the Pacific Mail Steamship Company. Mr. Williams devoted himself especially to the business of the Mail Company, the success of which was largely due to his talent and sagacity. Mr. Williams was a thoroughly honest man in every respect. Benevolent and charitable, he bore without reproach the grand old name of gentleman. He was confirmed by Bishop Kip in the old Grace Church in 1857, and became one of the vestrymen. Up to the time of his death he owned the identical pew purchased by him when the church was finished. He was a member of Occidental Lodge, F. and A. M., No. 22, and San Francisco Commandery No. 1.

In recognition of his services in the promotion of the sugar trade in the Sandwich Islands, he was knighted by that Government.

He died at the Arlington Hotel, Santa Barbara, on the evening of the 8th of February, 1890, aged 70 years and 14 days. The immediate cause of his death was apoplexy. He had, however, suffered from nervous prostration for many months. At the time of the fatal stroke he was the victim of a complication of diseases, any one of which would have long before resulted fatally to a man of less rugged constitution. He left a widow and one daughter, the wife of Mr. Alfred Poett, a civil engineer of Santa Barbara.



WILBUR G. ZEIGLER.

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AMONG the younger members of the Bar, who, by their ability and public spirit are doing much to build up the fair city of San Francisco, there is none more entitled to a prominent place than the subject of this sketch. Wilbur G. Zeigler was born in Fremont, Sandusky County, O., on the 29th of September, 1859. He attended the public schools of his native town, graduating at the age of 18. Having decided upon following the profession of the law, he immediately began his studies, entering the office of Judge McKinney, in Cleveland. His labors as a student were completed in the office of General R. P. Buckland, of Fremont. He was admitted to practice before the Supreme Court of the State, at Columbus, March 1, 1881, ranking first in a class of sixteen applicants. While pursuing his law studies, Mr. Zeigler acted as correspondent for several leading newspapers, and for a short time was attached to the local staff of the *Cleveland Herald*. At this time the question of following an exclusive literary or legal career was demanding an answer. Several journeys to the picturesque mountains of Western North Carolina had been made by him while acting as a correspondent for Northern newspapers, and the favorable reception which his communications had met, as well as the success which had attended the publication of other literary productions written about this time, turned his mind toward literature. While in this frame of thought he determined to put the result of his travels and observations of life and nature in the Southern Mountains into book form. Ben. S. Grosscup, now an at-

torney-at-law in Ashland, O., united with him in the plan, and together they paid a last visit to Western North Carolina.

The young men met with more discouragement in their undertaking than they had foreseen. The manner in which all impediments were overcome, however, was indicative of the energy and enterprise which later has marked the professional career of at least one of the associates.

The plan of the work was what might have been termed an ambitious one. The heading of their prospectus, printed before a page of the proposed volume had been written, set forth that it would treat of the "Topography, History, Resources and People; with Narratives, Incidents and Pictures of Travel, Adventures in Hunting, and Fishing and the Legends of the Wilderness." Through their efforts they were able to adopt the above quoted promise of their prospectus as their title page.

Mr. Grosscup, who had had some experience in statistical and biographical work, took up the treatment of the resources, history and Indian occupation. The other branches of the manifold subject were assumed by Mr. Zeigler, who, in order to fit himself for truthful representation of the country and people, traveled both on foot and horseback through the twenty mountainous counties of the region. He dragged an artist with him into the wilderness to sketch the scenery, hunted with the bearers of flint-lock rifles for adventures, mingled with every class of life for experiences, danced at hoe-downs, visited moonshiners' stills in

lonely ravines, attended baptisms and shooting-matches, rode the circuits with the lawyers, and with the happy faculty of seeing the interesting and amusing sides of things, wrote enthusiastically of what he had seen, felt and heard.

The book was printed and published by the authors, under the title of "The Heart of the Alleghanies." It was well and favorably received by the press both of the North and of the region written about, and a second edition was issued.

Before being admitted to the Bar, Mr. Zeigler was offered a partnership with R. P. and H. S. Buckland, at Fremont, and when he had passed his examination he accepted it. The senior member of that firm had been for many years prominently identified with national and state affairs. His ability as a lawyer was long and well-established, and his record as a Member of Congress and military commander had made him a wide reputation. The firm was enjoying an extensive practice, and as attorneys for persons representing large interests, it offered much inducement for a newly-fledged member of the profession to continue in it, but after two years' connection therewith, the subject of this sketch seeing, as he thought, a wider field on

the Pacific Coast, he left his native State for San Francisco, arriving here in September, 1883. Since that time he has been actively engaged in the practice of his profession. At the present time and for the past two years he has been associated with Philip G. Galpin, under the firm name of Galpin & Zeigler.

Among late decided cases of importance, either as to the law principles involved or the amount of property in litigation, in which the firm has appeared as attorneys for the successful litigant, might be mentioned the Montgomery-avenue Tax cases, the United States vs. Hite, the tide land case of the United Land Association vs. Knight, Cox vs. Delmas, the Oregon-street case of the People vs. Smith.

The business of the firm is very heavy, being, however, entirely of a civil nature, particularly land, patent, equity, and probate practice. The offices occupied by the firm in the new building of the First National Bank, are elegantly furnished, and contain one of the best equipped law libraries in the city.

Mr. Zeigler is still unmarried. Soon after his arrival in this State, his parents crossed the Continent to join him, and have since made their home with him.

